

## List of pages in this Trip Kit

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Airport Information For UHMA

Terminal Charts For UHMA

Revision Letter For Cycle 08-2026

Change Notices

Notebook

## General Information

Location: ANADYR RUS  
ICAO/IATA: UHMA / DYR  
Lat/Long: N64° 44.10', E177° 44.50'  
Elevation: 197 ft

Airport Use: Public  
Daylight Savings: Not Observed  
UTC Conversion: -12:00 = UTC  
Magnetic Variation: 1.0° E

Fuel Types: Jet A-1  
Repair Types: Minor Airframe  
Customs: Yes  
Airport Type: IFR  
Landing Fee: Yes  
Control Tower: Yes  
Jet Start Unit: No  
LLWS Alert: No  
Beacon: No

Sunrise: 1525 Z  
Sunset: 0846 Z

## Runway Information

Runway: 01  
Length x Width: 11483 ft x 197 ft  
Surface Type: concrete  
TDZ-Elev: 161 ft  
Lighting: Edge, ALS, Centerline, TDZ

Runway: 19  
Length x Width: 11483 ft x 197 ft  
Surface Type: concrete  
TDZ-Elev: 196 ft  
Lighting: Edge, ALS, Centerline

## Communication Information

ATIS: 125.400  
ATIS: 126.200 Non-English  
Anadyr Start Tower: 129.000 Secondary  
Anadyr Start Tower: 124.000  
Anadyr Ground Ramp/Taxi: 118.800  
Anadyr Approach: 120.500  
Anadyr Approach: 129.000 Secondary  
Anadyr Approach: 120.000 Secondary

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## 1. GENERAL

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### 1.1. ATIS

\*ATIS 125.4  
126.2 (Russian only)

### 1.2. LOW VISIBILITY PROCEDURES (LVP)

LVP are initiated by Flight Control Officer via TWR controller when RVR is less than 550m.

Pilot is notified about implementation of LVP via ATIS or/and by TWR controller using phrase: "Low Visibility Procedures in progress".

During operation of LVP, TWR controller assigns taxi route on maneuvering area to pilot of departing ACFT. Pilot must confirm instructions.

During LVP it is prohibited to:

- Take-off not from the beginning of RWY;
- Take-off without stop at line-up position.

Pilot bears the responsibility for not following the assigned taxi routes on the maneuvering area and potential RWY incursion.

### 1.3. TAXI PROCEDURES

Taxiing and towing without clearance of ATS unit are prohibited.

Taxiing of all ACFT types from TWY F to stands shall be carried out by marshaller's instruction.

TWY 1 thru 4 and MAIN TWY 5 not available for civil ACFT.

### 1.4. PARKING INFORMATION

Taxiing into/out of stand under own engines power and towing shall be executed under control of technical and engineering service personnel of technical aerodrome base.

Stands 1 thru 5, 8, 9 and 19 thru 22 available for helicopters.

### 1.5. COMMUNICATION FAILURE PROCEDURES

In case of communication failure listen to the information and ATS instructions on LOM KB frequency (790 kHz), LOM UX frequency (790 kHz); use secondary frequency 129.000 MHz.

### 1.6. OTHER INFORMATION

Birds in vicinity of APT.

UHMA/DYR  
UGOLNY

JEPPESEN

19 JAN 24

10-1P1

Eff 25 Jan

ANADYR, RUSSIA  
AIRPORT BRIEFING

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## 2. ARRIVAL

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### 2.1. COMMUNICATION FAILURE PROCEDURES

In case of communication failure execute approach in accordance with the established approach procedure.

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## 3. DEPARTURE

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### 3.1. COMMUNICATION FAILURE PROCEDURES

In case of communication failure after take-off execute missed approach according to published procedure and execute landing or proceed along the route according to the flight plan.

# UHMA/DYR UGOLNY



# ANADYR, RUSSIA

19 JAN 24

10-1R

Eff 25 Jan

**RADAR MINIMUM ALTITUDE**

<p>*ANADYR Approach (R) <b>120.5</b></p>	<p>Apt Elev <b>197</b></p>	<p>Alt Set: MM (hPa on request) QNH on request (QFE)                  Trans level: FL080                  FL090 if pressure is less than 760 mm (1013 hPa)                  FL100 if pressure is less than 733 mm (977 hPa)                  Trans alt: 6760 (<b>6563</b>)</p> <p>1. This chart may only be used for cross-checking of altitudes assigned while under RADAR control.                  2. When ACFT is vectored at 0°C or below, minimum altitudes must include a correction for low temperature effect.</p>
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ALT/HEIGHT CONVERSION	
QNH	(QFE)
6760'	(6563' - 2000m)
FT/METER CONVERSION	
QNH	
5420'	- 1650m
3120'	- 950m
2140'	- 650m



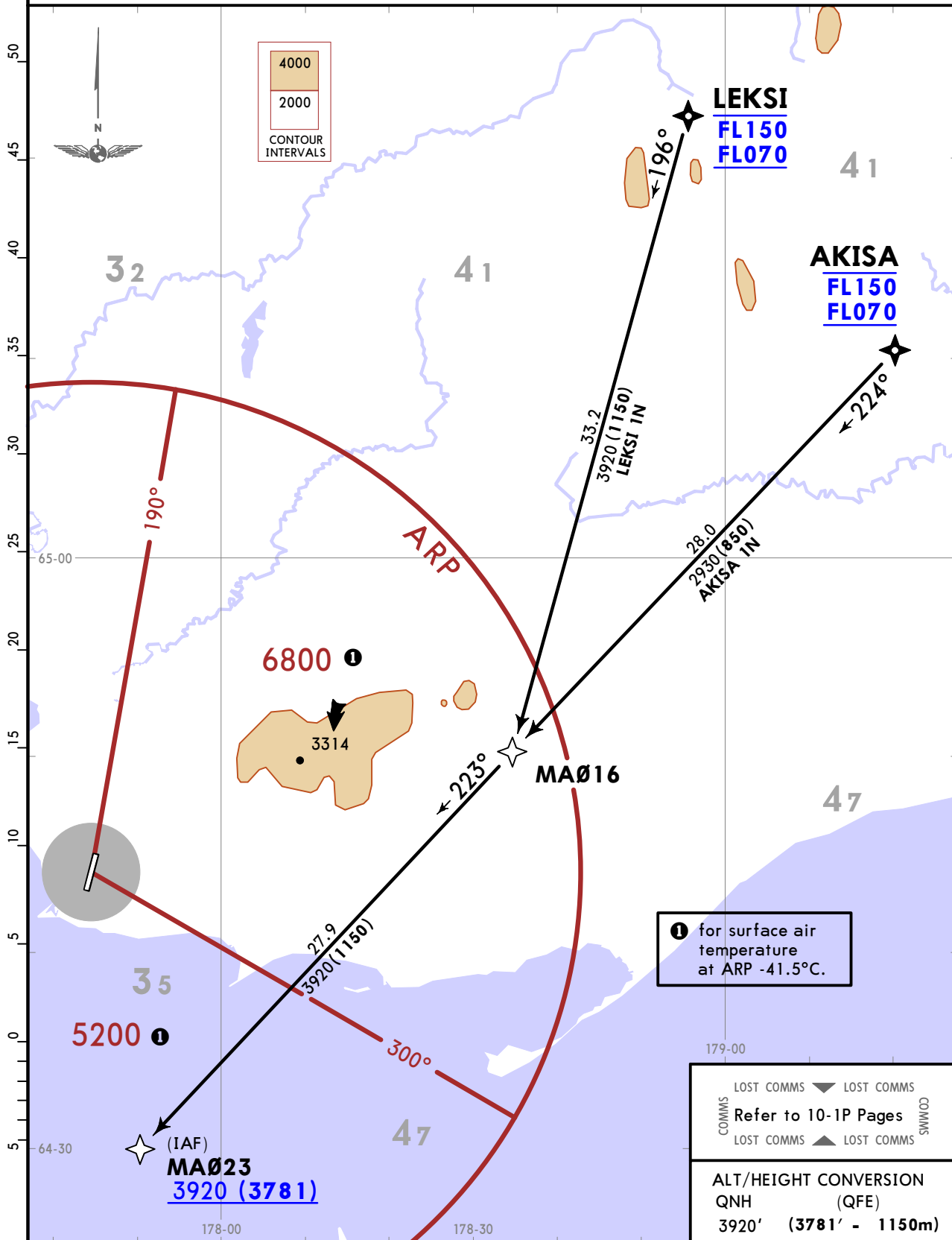
UHMA/DYR  
UGOLNY

JEPPESEN  
19 JAN 24 10-2 Eff 25 Jan

ANADYR, RUSSIA  
RNAV STAR

*ATIS <b>125.4</b> (*Russian 126.2)	Apt Elev <b>197</b>	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL080 FL090 if pressure is less than 760 mm (1013 hPa) FL100 if pressure is less than 733 mm (977 hPa)
RNAV 1 GNS required		

AKISA 1N [AKIS1N]  
LEKSI 1N [LEKS1N]  
RNAV ARRIVALS  
(RWY 02)



UHMA/DYR  
UGOLNY

JEPPESEN

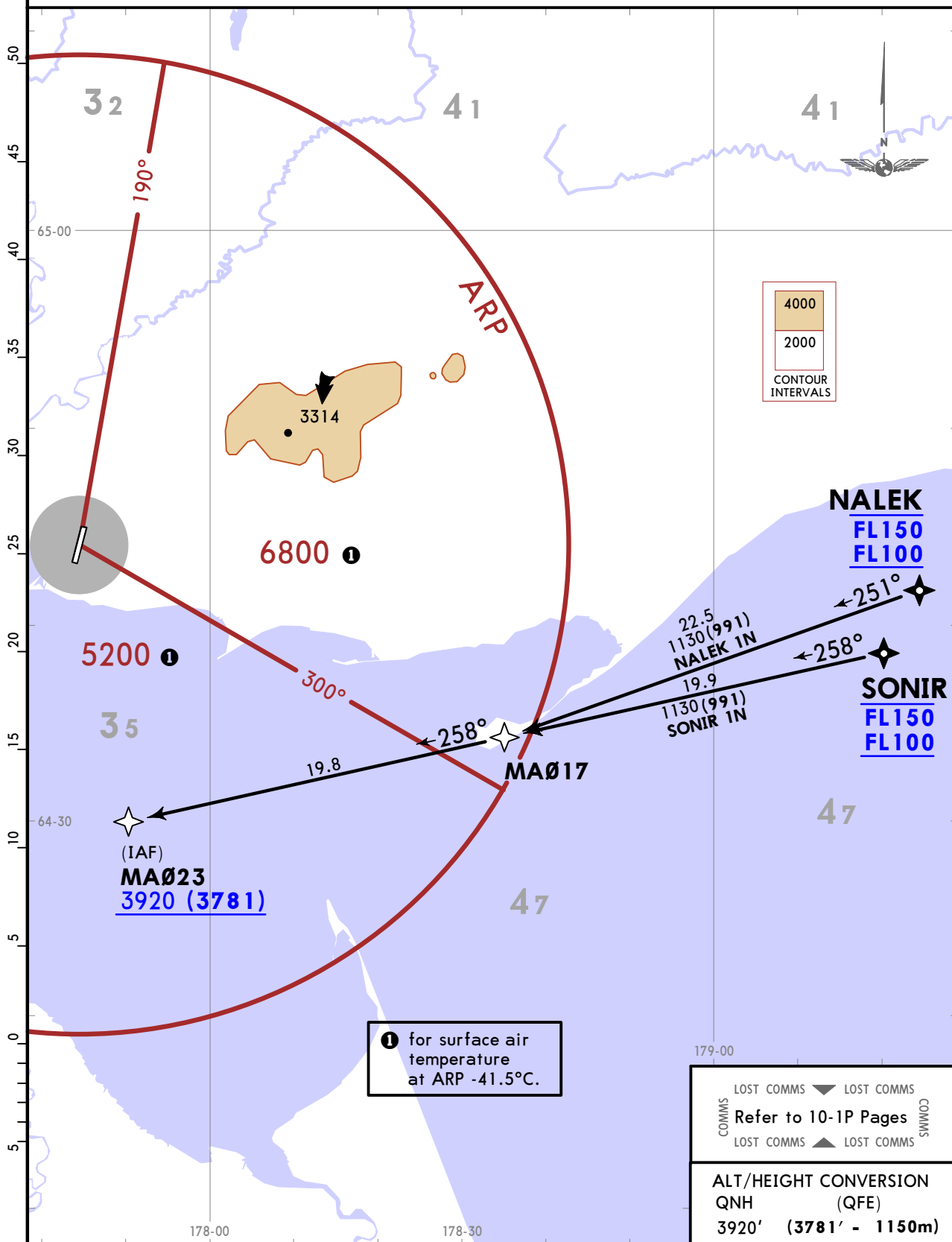
ANADYR, RUSSIA

19 JAN 24 10-2A Eff 25 Jan

RNAV STAR

*ATIS <b>125.4</b> (*Russian 126.2)	Apt Elev <b>197</b>	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL080 FL090 if pressure is less than 760 mm (1013 hPa) FL100 if pressure is less than 733 mm (977 hPa)
RNAV 1 GNSS required		

**NALEK 1N [NALE1N]  
SONIR 1N [SONI1N]  
RNAV ARRIVALS  
(RWY 02)**



\*ATIS  
 125.4 (\*Russian 126.2)  
 Apt Elev  
 197

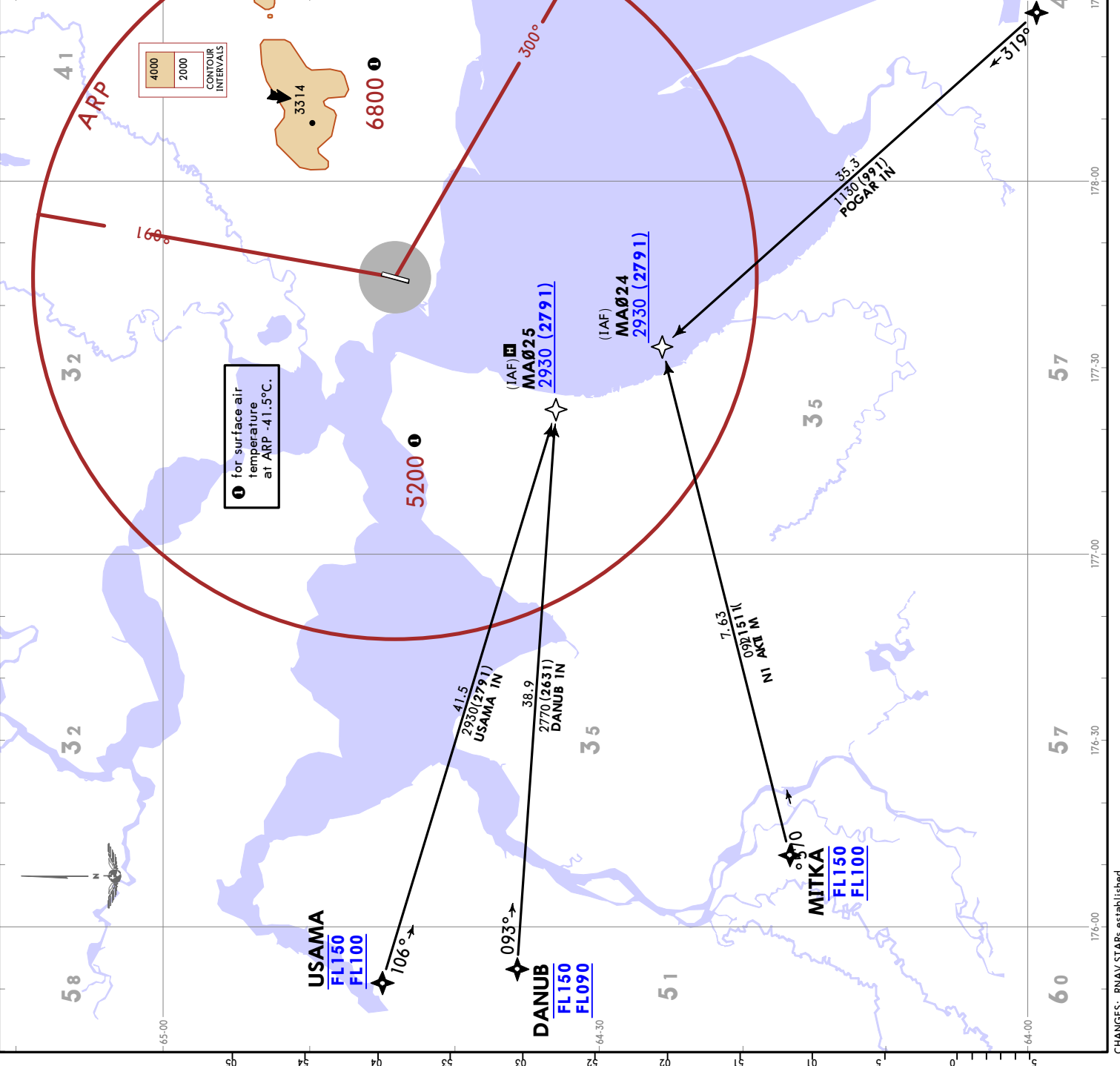
Alt Set: MM (hPa on request) QNH on request (QFE)  
 Trans level: FL080  
 FL090 if pressure is less than 760 mm (1013 hPa)  
 FL100 if pressure is less than 733 mm (977 hPa)

RNAV 1 GNSS required

DANUB 1N [DANUBIN]  
 MITKA 1N [MITKIN]  
 POGAR 1N [POGAIN]  
 USAMA 1N [USAM1N]  
 RNAV ARRIVALS  
 (RWY 02)

**MA025**  
 MAX 250 KT  
 MAX FL 40  
 MHA 2930 (2791)  
 105°  
 285°

LOST COMMS  
 Refer to 10-IP Pages  
 COMMS  
 LOST COMMS  
 LOST COMMS  
 ALT/HEIGHT CONVERSION  
 QNH (QFE)  
 2930' (2791' - 850m)

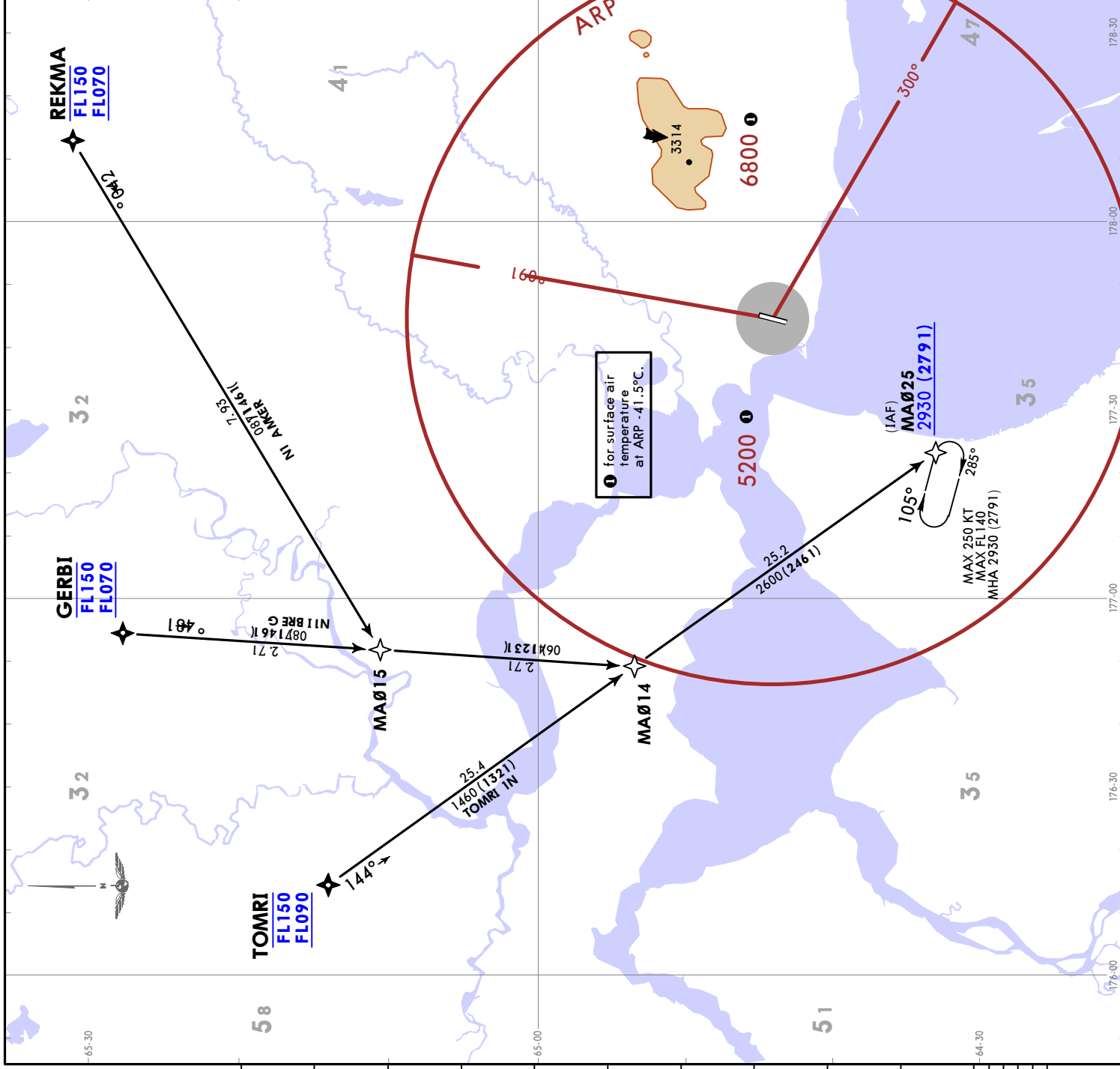


**ANADYR, RUSSIA**  
**RNAV STAR**

**JEPPESEN**  
 19 JAN 24 (10-2C) Eff: 25 Jan

**UHMA/DYR**  
 UGOLNY

*ATIS <b>125.4</b> (*Russian 126.2)	Apt Elev <b>197</b>
Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL080 FL090 if pressure is less than 760 mm (1013 hPa) FL100 if pressure is less than 733 mm (977 hPa)	
RNAV 1 GNSS required	
<b>GERBI 1N [GERB1N]</b> <b>REKMA 1N [REKMIN]</b> <b>TOMRI 1N [TOMRIN]</b> <b>RNAV ARRIVALS</b> <b>(RWY 02)</b>	



LOST COMMS  
 Refer to 10-IP Pages  
 COMMS  
 LOST COMMS  
 LOST COMMS  
**ALT/HEIGHT CONVERSION**  
 QNH (QFE)  
 2930' (2791' - 850m)

UHMA/DYR  
UGOLNY

JEPPESEN

ANADYR, RUSSIA

19 JAN 24

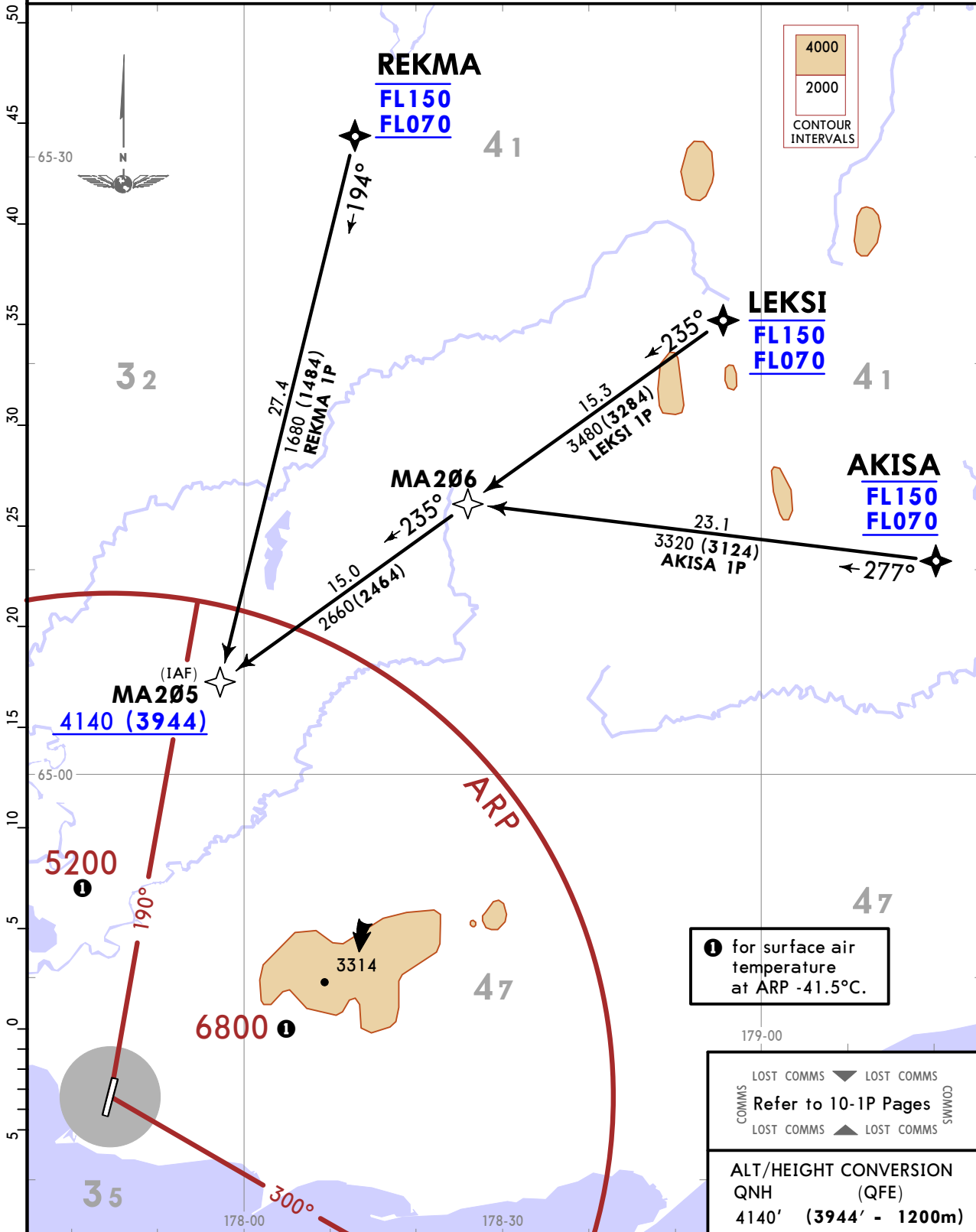
10-2D

Eff 25 Jan

RNAV STAR

*ATIS <b>125.4</b> (*Russian 126.2)	Apt Elev <b>197</b>	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL080 FL090 if pressure is less than 760 mm (1013 hPa) FL100 if pressure is less than 733 mm (977 hPa)
		RNAV 1 GNSSE required

AKISA 1P [AKIS1P]  
 LEKSI 1P [LEKS1P]  
 REKMA 1P [REKM1P]  
 RNAV ARRIVALS  
 (RWY 20)



❶ for surface air temperature at ARP -41.5°C.

LOST COMMS ▼ LOST COMMS  
 COMMS Refer to 10-1P Pages COMMS  
 LOST COMMS ▲ LOST COMMS

ALT/HEIGHT CONVERSION  
 QNH (QFE)  
 4140' (3944' - 1200m)

UHMA/DYR  
UGOLNY

JEPPESEN

ANADYR, RUSSIA

19 JAN 24

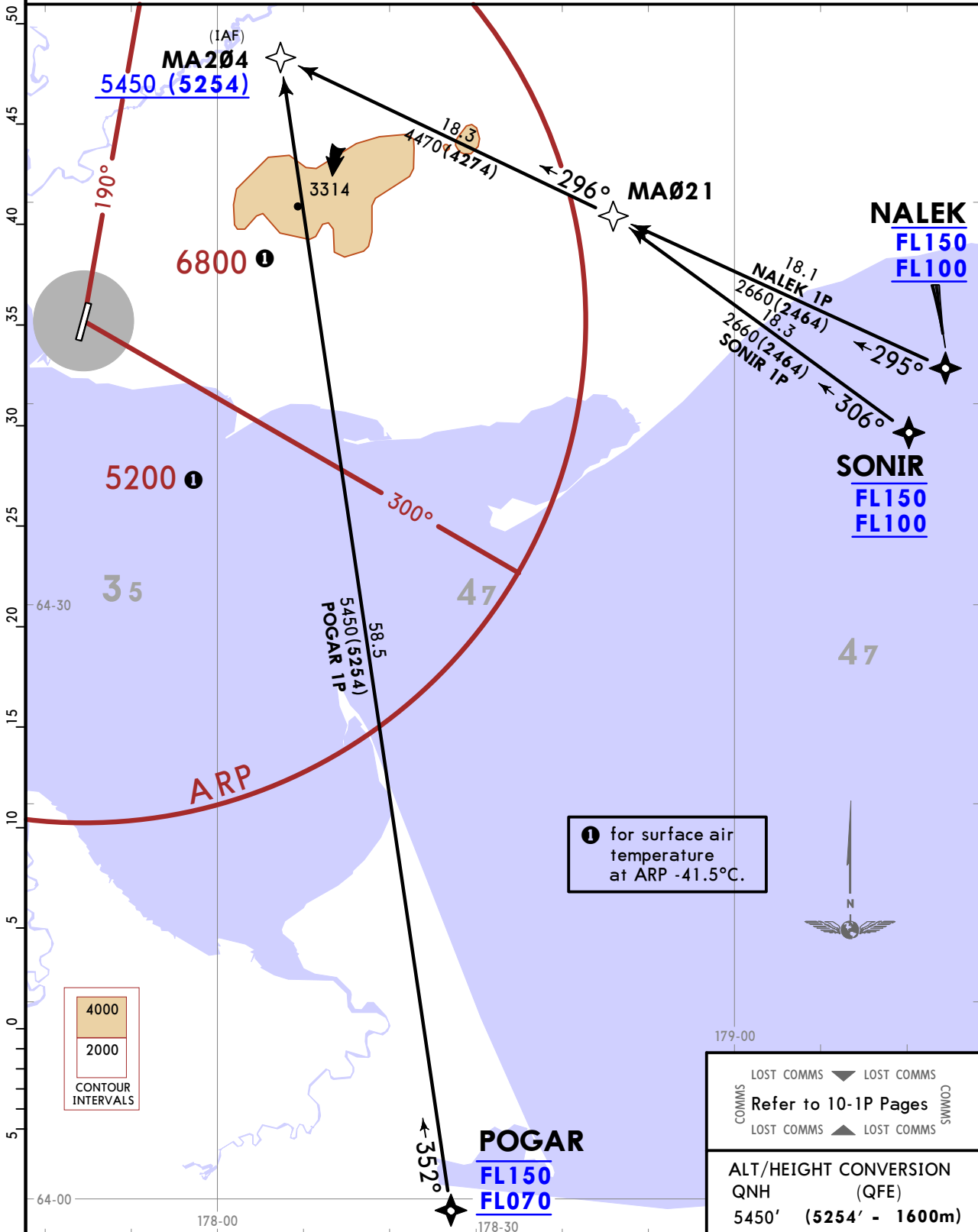
10-2E

Eff 25 Jan

RNAV STAR

*ATIS <b>125.4</b> (*Russian 126.2)	Apt Elev <b>197</b>	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL080 FL090 if pressure is less than 760 mm (1013 hPa) FL100 if pressure is less than 733 mm (977 hPa)
RNAV 1 GNSS required		

NALEK 1P [NALE1P]  
 POGAR 1P [POGA1P]  
 SONIR 1P [SONI1P]  
 RNAV ARRIVALS  
 (RWY 20)





UHMA/DYR  
UGOLNY

JEPPESEN

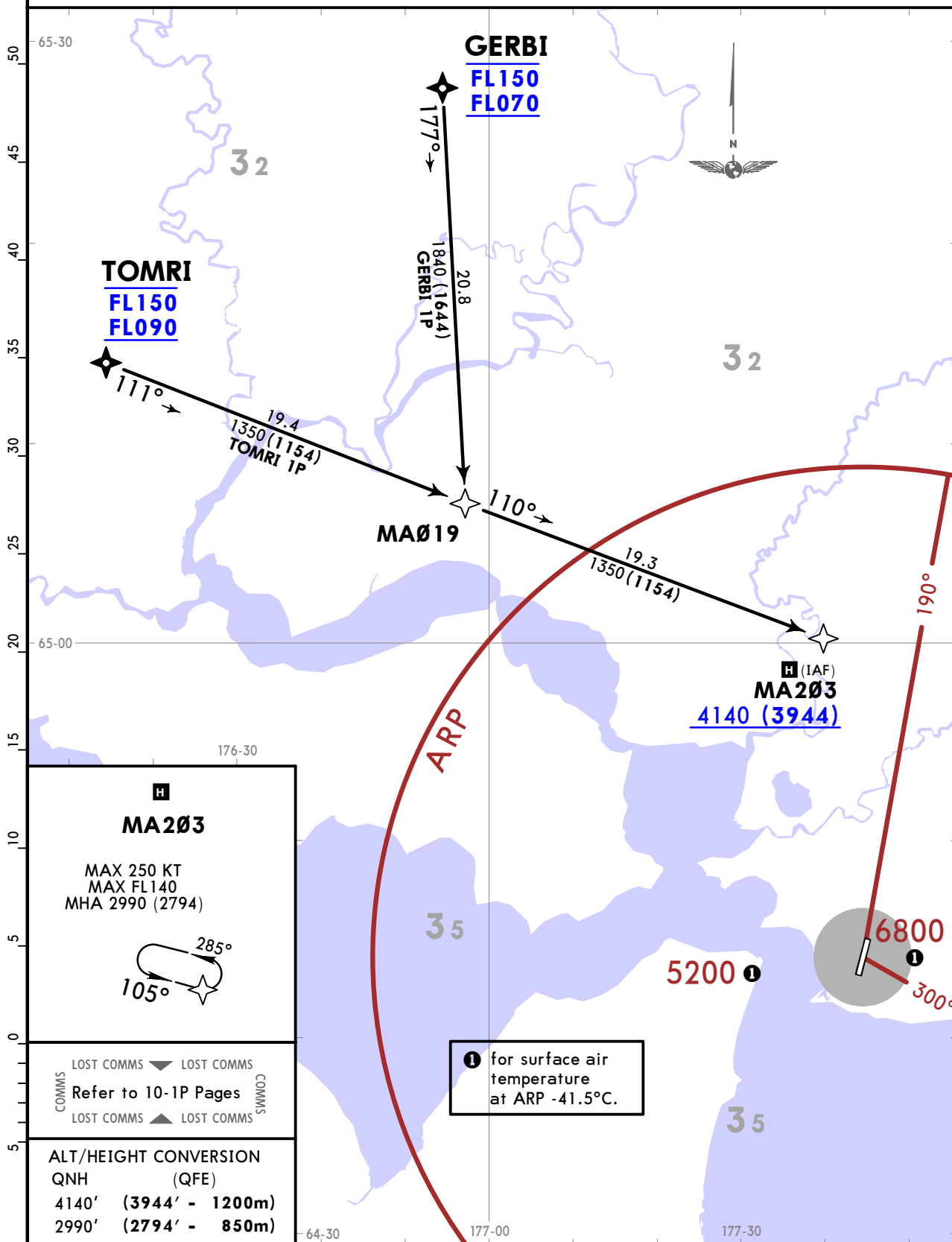
ANADYR, RUSSIA

19 JAN 24 (10-2G) Eff 25 Jan

RNAV STAR

*ATIS <b>125.4</b> (*Russian 126.2)	Apt Elev <b>197</b>	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL080 FL090 if pressure is less than 760 mm (1013 hPa) FL100 if pressure is less than 733 mm (977 hPa)
RNAV 1 GNS required		

GERBI 1P [GERB1P]  
TOMRI 1P [TOMR1P]  
RNAV ARRIVALS  
(RWY 20)



**MA203**

MAX 250 KT  
MAX FL 140  
MHA 2990 (2794)

285°  
105°

LOST COMMS ▼ LOST COMMS  
COMMS Refer to 10-1P Pages COMMS  
LOST COMMS ▲ LOST COMMS

ALT/HEIGHT CONVERSION  
QNH (QFE)  
4140' (3944' - 1200m)  
2990' (2794' - 850m)

① for surface air temperature at ARP -41.5°C.

UHMA/DYR  
UGOLNY

JEPPESSEN

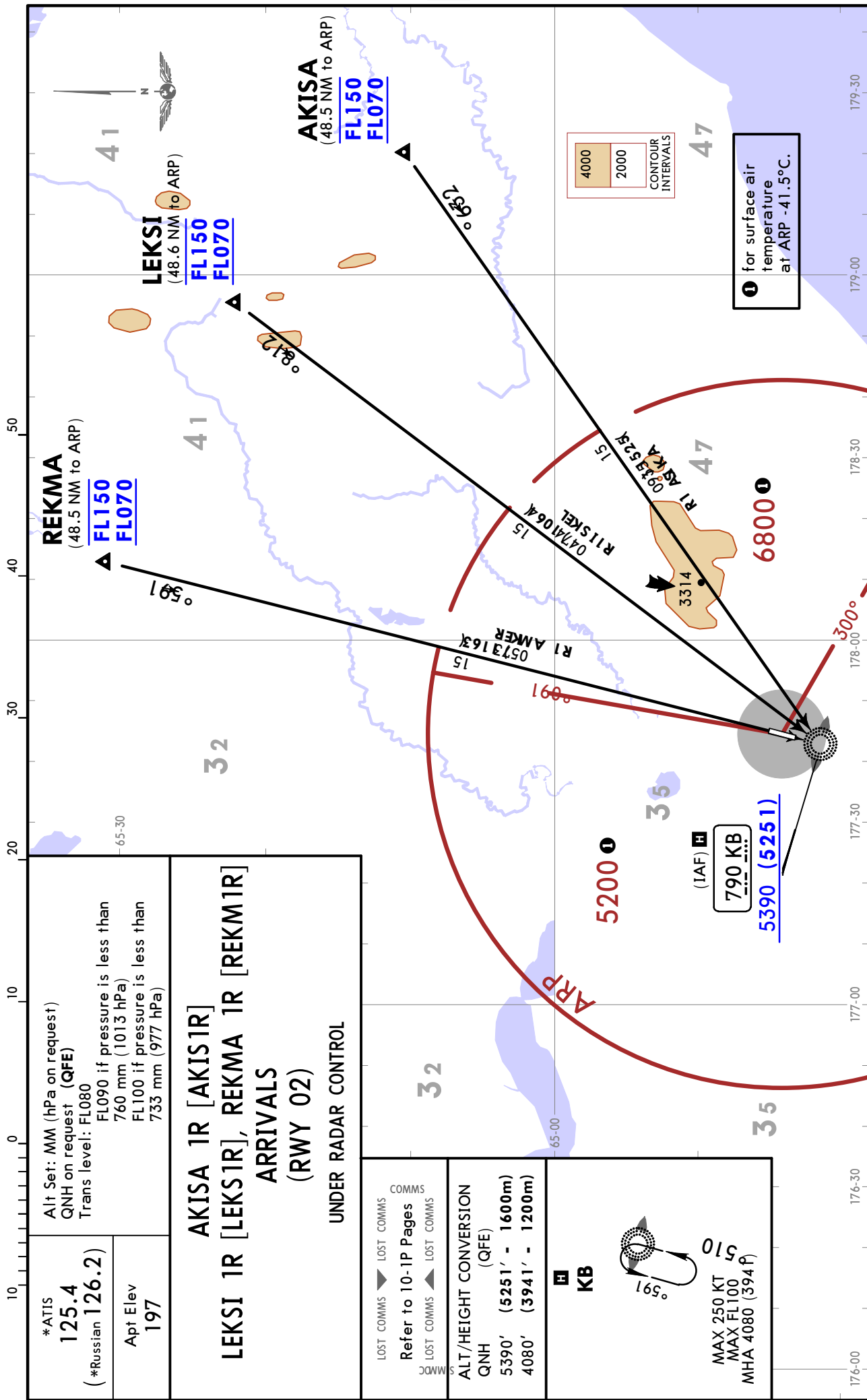
ANADYR, RUSSIA

19 JAN 24

10-2H

Eff 25 Jan

STAR



UHMA/DYR  
UGOLNY



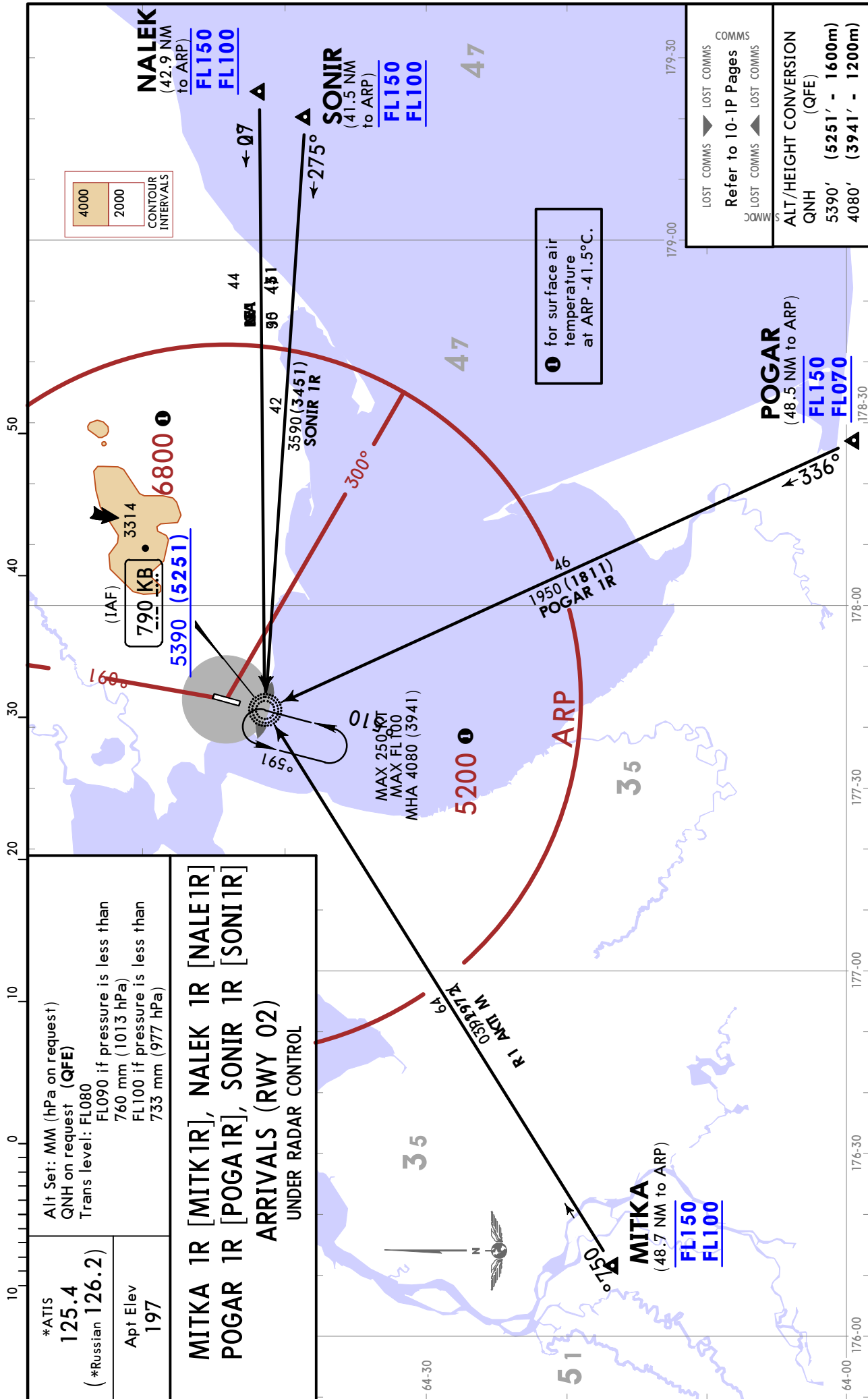
ANADYR, RUSSIA

19 JAN 24

10-2J

Eff 25 Jan

STAR



# UHMA/DYR UGOLNY



# ANADYR, RUSSIA

19 JAN 24

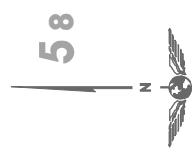
10-2K

Eff 25 Jan

STAR

*ATIS <b>125.4</b> (*Russian 126.2)	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL080 FL090 if pressure is less than 760 mm (1013 hPa) FL100 if pressure is less than 733 mm (977 hPa)
Apt Elev <b>197</b>	<b>DANUB 1R [DANU1R], GERBI 1R [GERB1R] TOMRI 1R [TOMR1R], USAMA 1R [USAM1R]</b>
<b>ARRIVALS (RWY 02) UNDER RADAR CONTROL</b>	

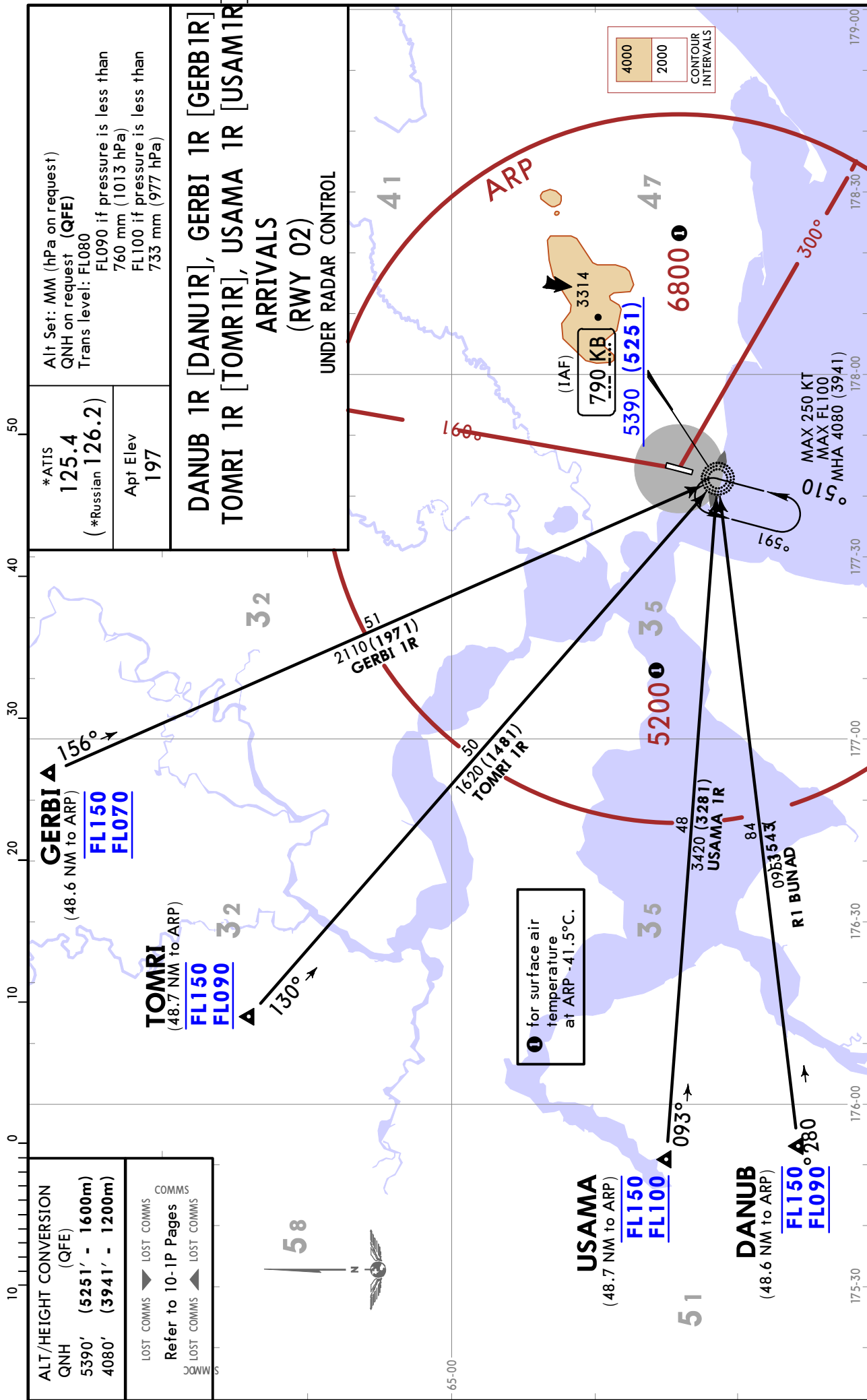
<b>ALT/HEIGHT CONVERSION</b>
QNH (QFE)
5390' (5251' - 1600m)
4080' (3941' - 1200m)
LOST COMMS
Refer to 10-1P Pages
LOST COMMS
COMMS
LOST COMMS



4000
2000
CONTOUR INTERVALS

① for surface air temperature at ARP -41.5°C.

MAX 250 KT  
MAX FL100  
MHA 4080 (3941)



UHMA/DYR  
UGOLNY

JEPPESSEN

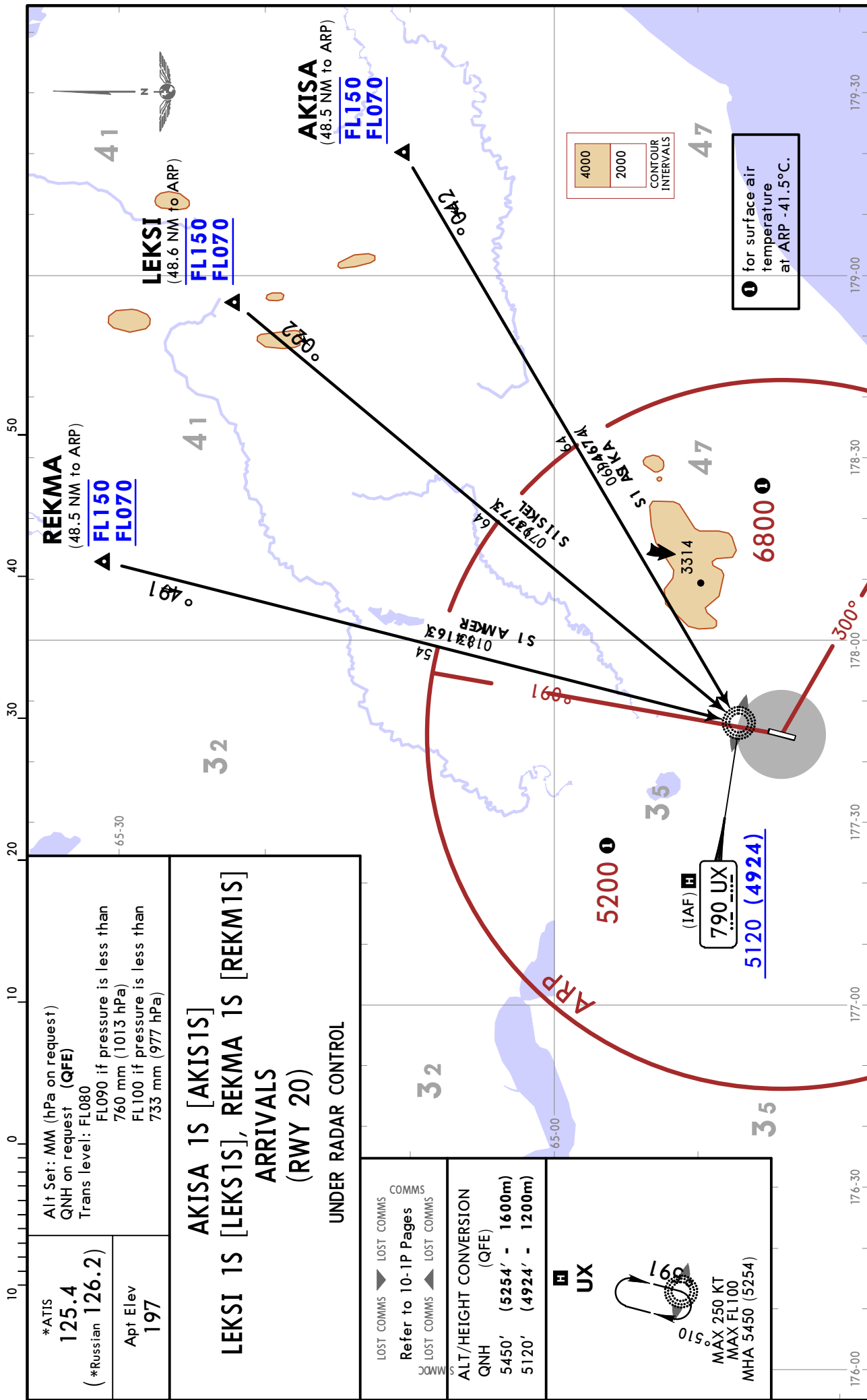
ANADYR, RUSSIA

19 JAN 24

10-2L

Eff 25 Jan

STAR



# UHMA/DYR UGOLNY



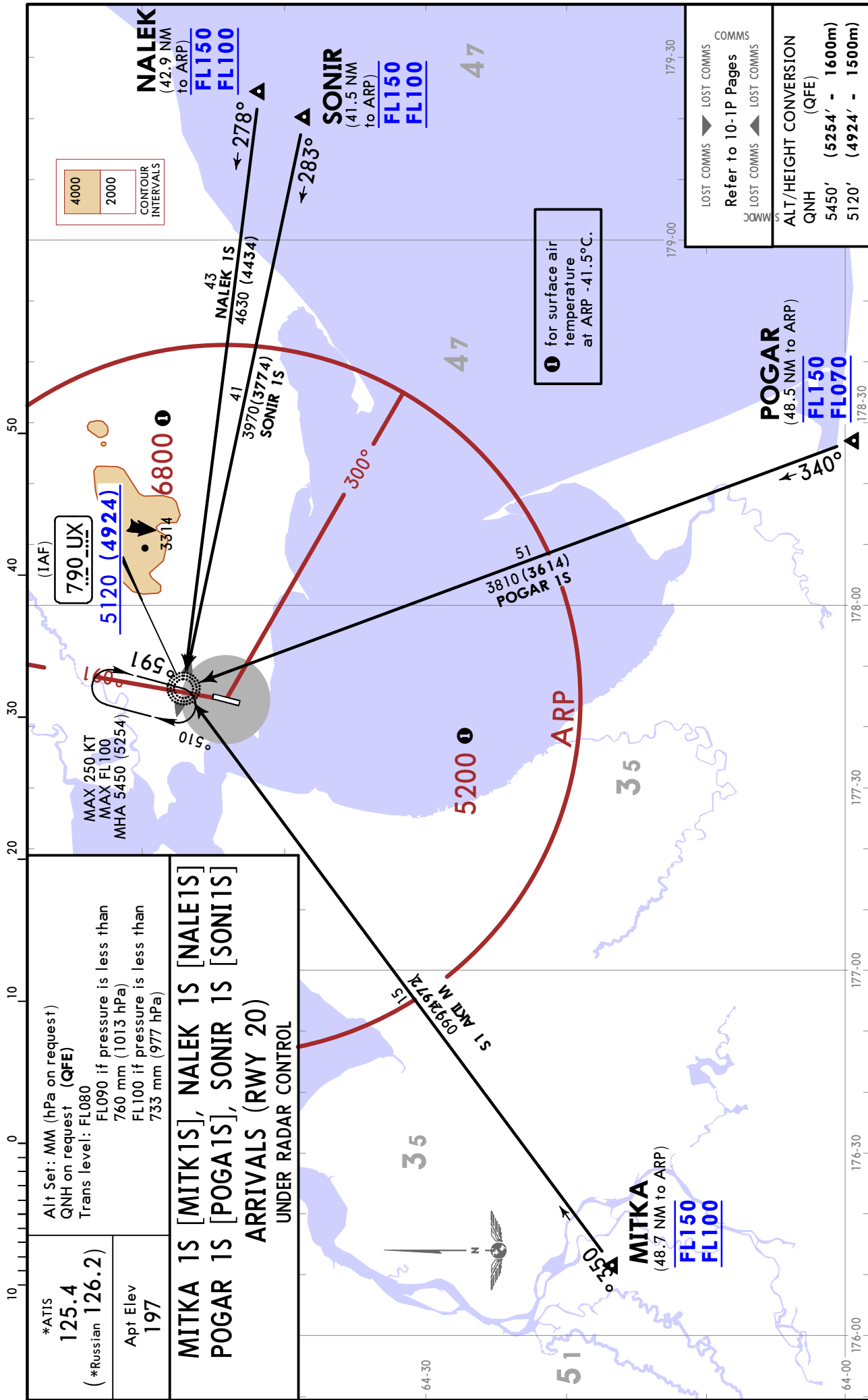
# ANADYR, RUSSIA

19 JAN 24

10-2M

Eff 25 Jan

STAR



*ATIS <b>125.4</b> (*Russian 126.2)	Alt Set: MM (hPa on request) QNH on request (QFE) Trans level: FL080 FL090 if pressure is less than 760 mm (1013 hPa) FL100 if pressure is less than 733 mm (977 hPa)
Apt Elev <b>197</b>	
<b>MITKA 1S [MITK1S], NALEK 1S [NALE1S] POGAR 1S [POGA1S], SONIR 1S [SONI1S]</b> <b>ARRIVALS (RWY 20)</b> UNDER RADAR CONTROL	

LOST COMMS	LOST COMMS
Refer to 10-IP Pages	Refer to 10-IP Pages
LOST COMMS	LOST COMMS
ALT/HEIGHT CONVERSION	ALT/HEIGHT CONVERSION
QNH (QFE)	QNH (QFE)
5450' (5254' - 1600m)	5450' (5254' - 1600m)
5120' (4924' - 1500m)	5120' (4924' - 1500m)

UHMA/DYR  
UGOLNY

JEPPesen

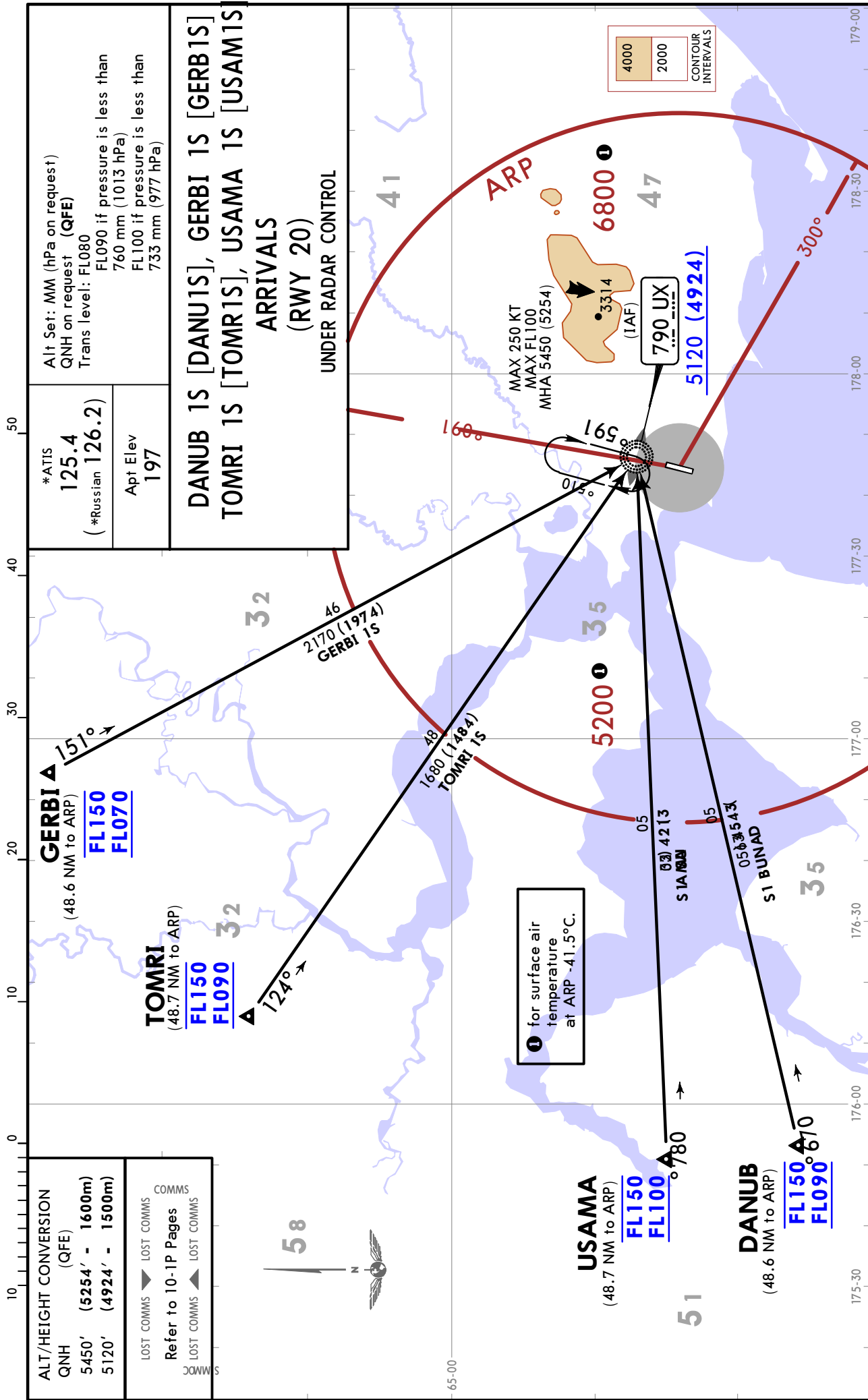
ANADYR, RUSSIA

19 JAN 24

10-2N

Eff 25 Jan

STAR



Apt Elev  
197

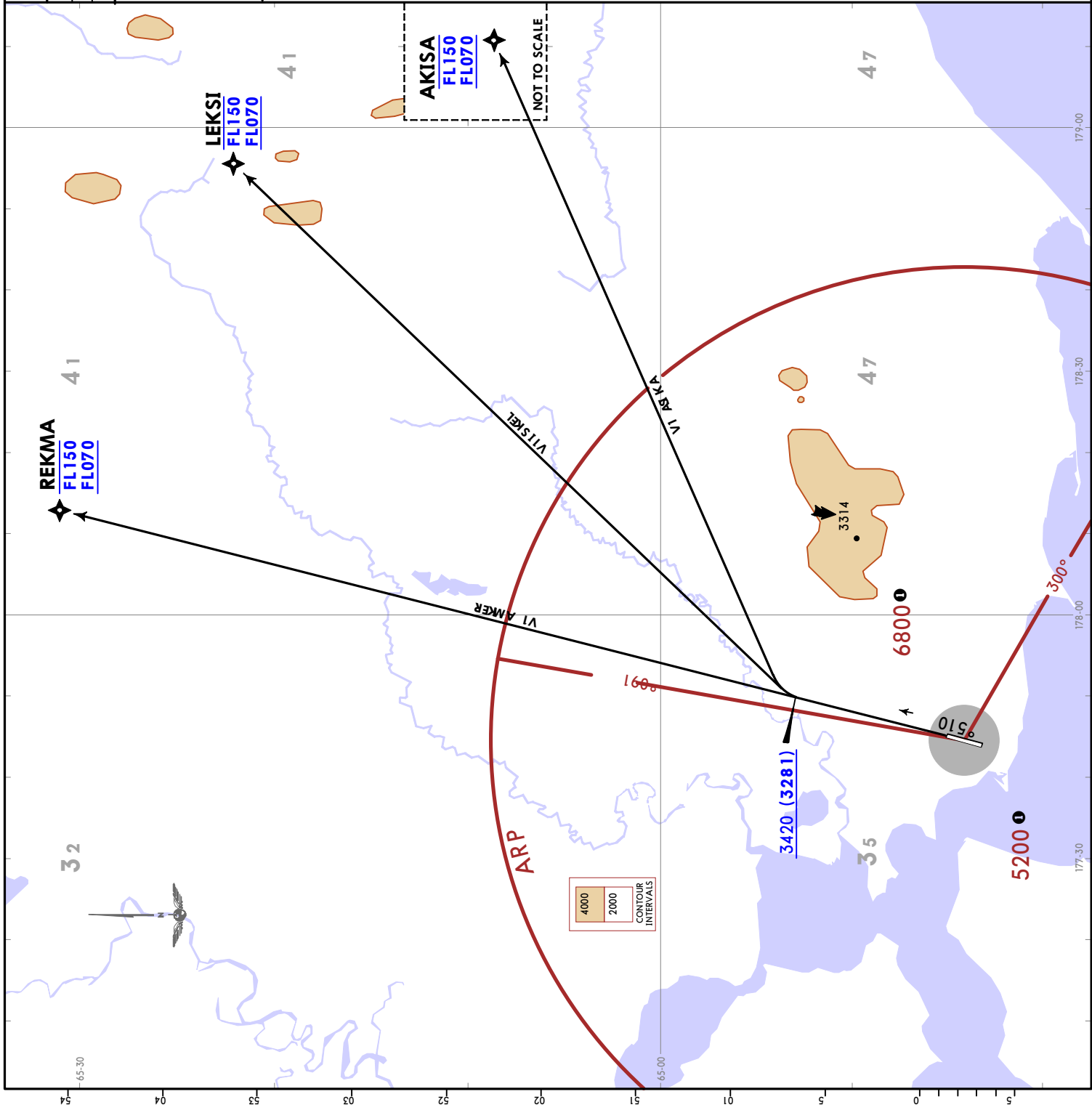
Trans alt: 6760 (6621) QNH on request (QFE)  
RNAV 1 GNS required  
Turn before DER is prohibited.

**AKISA 1V [AKIS1V]  
LEKSI 1V [LEKS1V]  
REKMA 1V [REKM1V]  
RNAV DEPARTURES  
(RWY 02)**

LOST COMMS ▼ LOST COMMS  
Refer to 10-IP Pages  
LOST COMMS ▲ LOST COMMS

① calculated for surface air temperature at ARP -41.5 °C.

ALT/HEIGHT CONVERSION  
QNH (QFE)  
3420' (3281' - 1000m)  
6760' (6621' - 2000m)

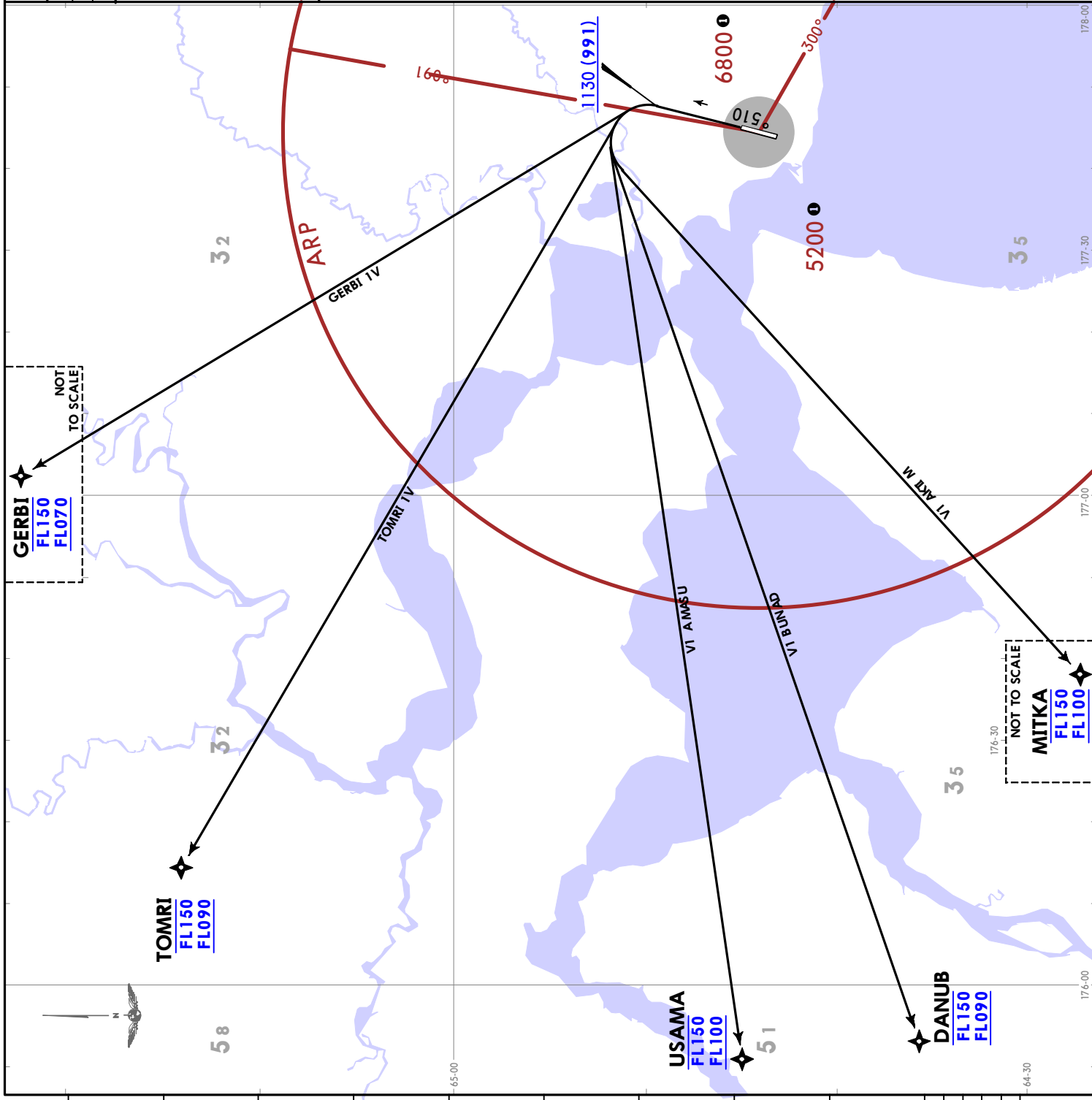




Apt Elev 197  
Trans alt: 6760 (6621) QNH on request (QFE)  
RNAV 1 GNSS required  
Turn before DER is prohibited.

DANUB 1V [DANU1V]  
GERBI 1V [GERB1V]  
MITKA 1V [MITK1V]  
TOMRI 1V [TOMR1V]  
USAMA 1V [USAM1V]  
RNAV DEPARTURES (RWY 02)

LOST COMMS  
Refer to 10-1P Pages  
LOST COMMS  
COMMS  
LOST COMMS



1 calculated for surface air temperature at ARP -41.5 °C.

ALT/HEIGHT CONVERSION  
QNH (QFE)  
1130' (991' - 300m)  
6760' (6621' - 2000m)

NOT TO SCALE  
GERBI  
FL150  
FL070

NOT TO SCALE  
MITKA  
FL150  
FL100

**JEYPESEN**  
**ANADYR, RUSSIA**  
**RNAV SID**

**UHMA/DYR**  
**UGOLNY**

19 JAN 24  
**10-3C** Eff 25 Jan

Apt Elev  
 197

Trans alt: 6760 (6564) QNH on request (QFE)

RNAV 1 GNS5 required

Turn before DER is prohibited.

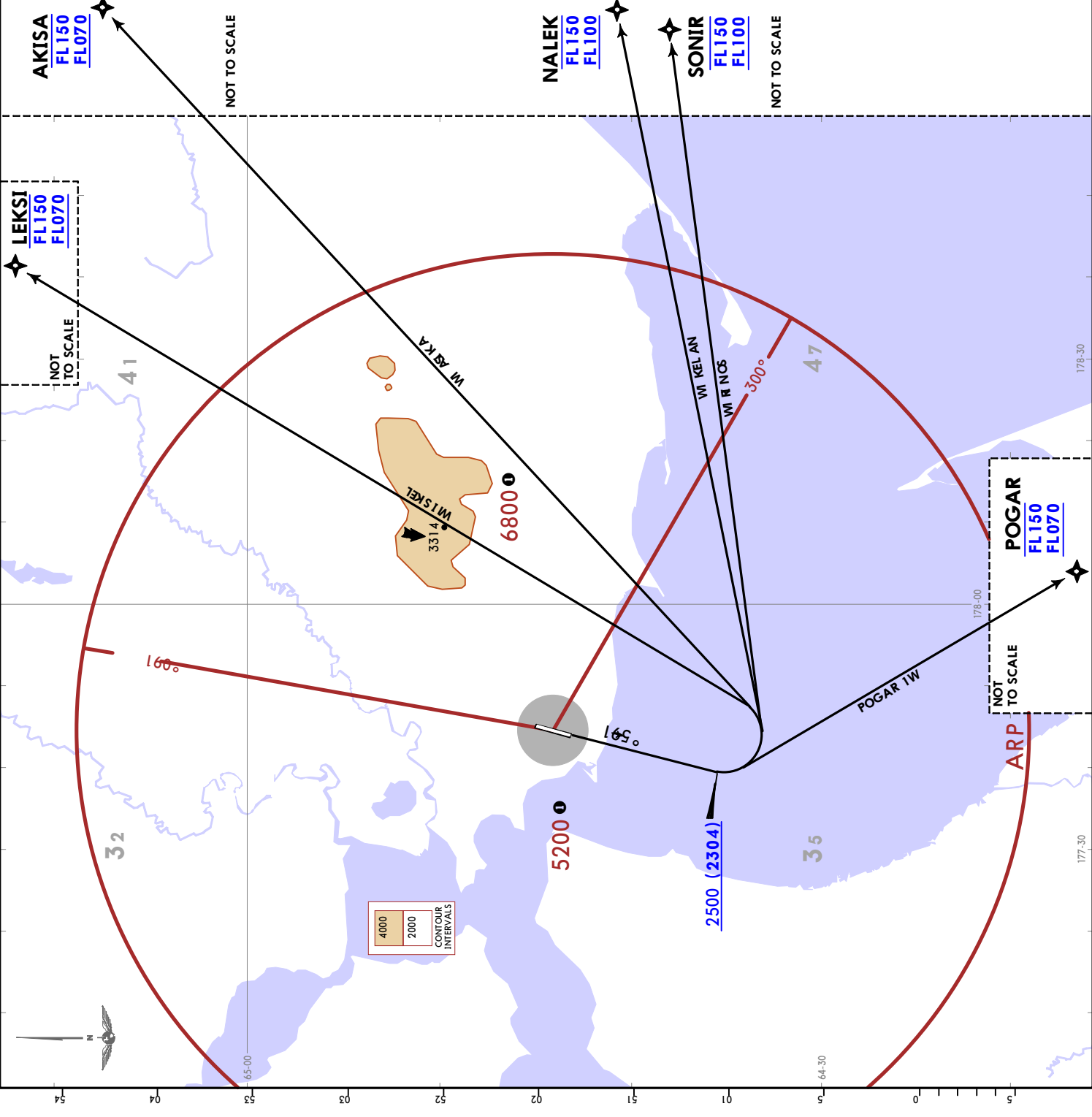
**AKISA 1W [AKIS1W]**  
**LEKSI 1W [LEKS1W]**  
**NALEK 1W [NALE1W]**  
**POGAR 1W [POGA1W]**  
**SONIR 1W [SONI1W]**  
**RNAV DEPARTURES**  
**(RWY 20)**

**Close-in obstacles:**  
 MAX 184 - located at 0.3 NM to the LEFT of take-off heading;  
 MAX 169 - located at 0.1NM to the LEFT of take-off heading.

LOST COMMS **▶** LOST COMMS  
 COMMS  
**Refer to 10-IP Pages**  
 LOST COMMS **◀** LOST COMMS

**1** calculated for surface air temperature at ARP -41.5 °C.

**ALT/HEIGHT CONVERSION**  
 QNH (QFE)  
 2500' (2304' - 700m)  
 6760' (6564' - 2000m)



**JEPPesen**  
ANADYR, RUSSIA  
19 JAN 24 (10-3D) Eff 25 Jan  
RNAV SID

Apt Elev  
197

Trans alt: 6760 (6564) QNH on request (QFE)

RNAV 1 GNSs required

Turn before DER is prohibited.

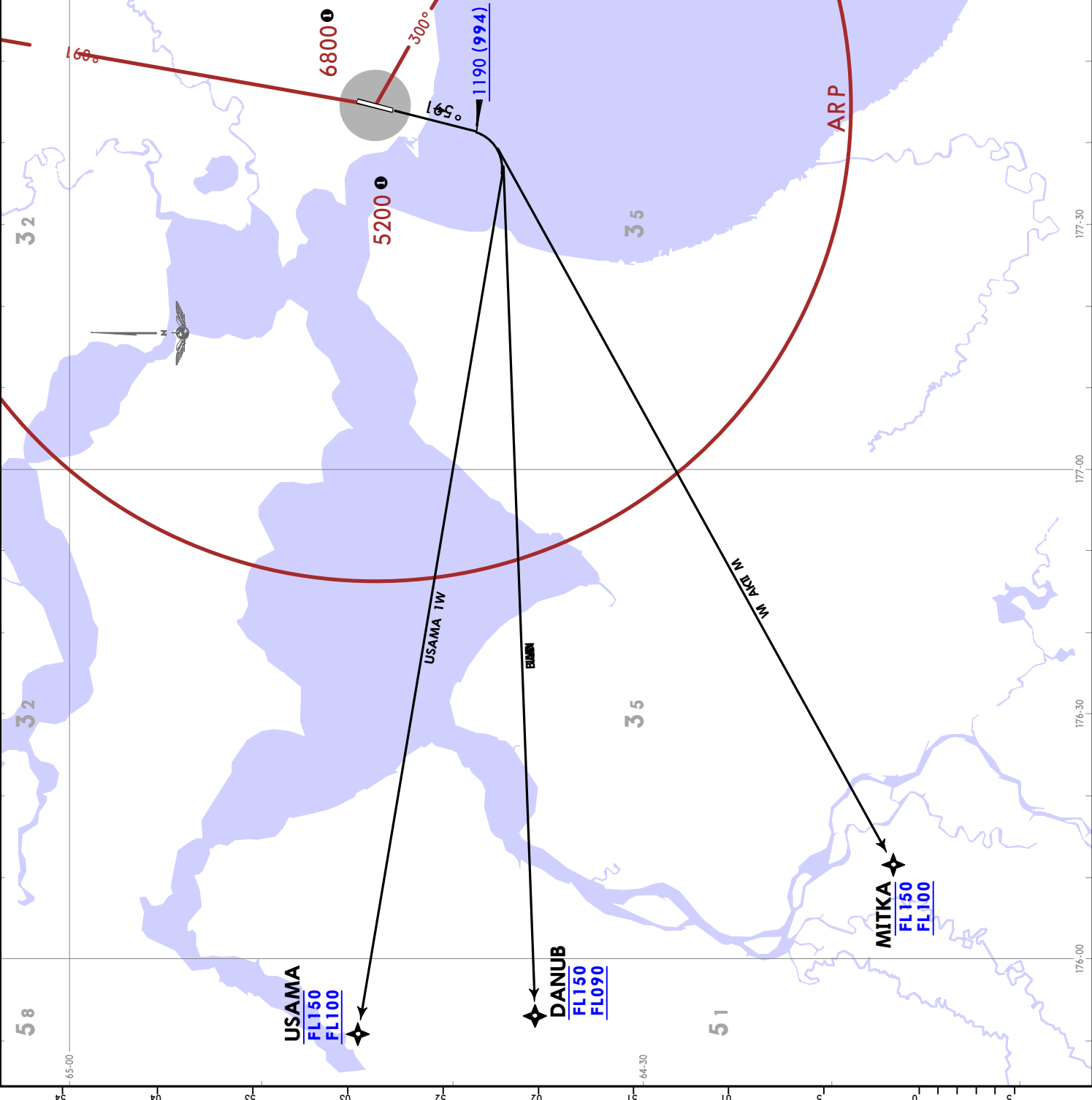
**DANUB 1W [DANU1W]**  
**MITKA 1W [MITK1W]**  
**USAMA 1W [USAM1W]**  
**RNAV DEPARTURES**  
**(RWY 20)**

**Close-in obstacles:**  
MAX 184 - located at 0.3 NM to the LEFT of take-off heading;  
MAX 169 - located at 0.1 NM to the LEFT of take-off heading.

LOST COMMS  
COMMS  
LOST COMMS  
LOST COMMS  
Refer to 10-1P Pages

① calculated for surface air temperature at ARP -41.5 °C.

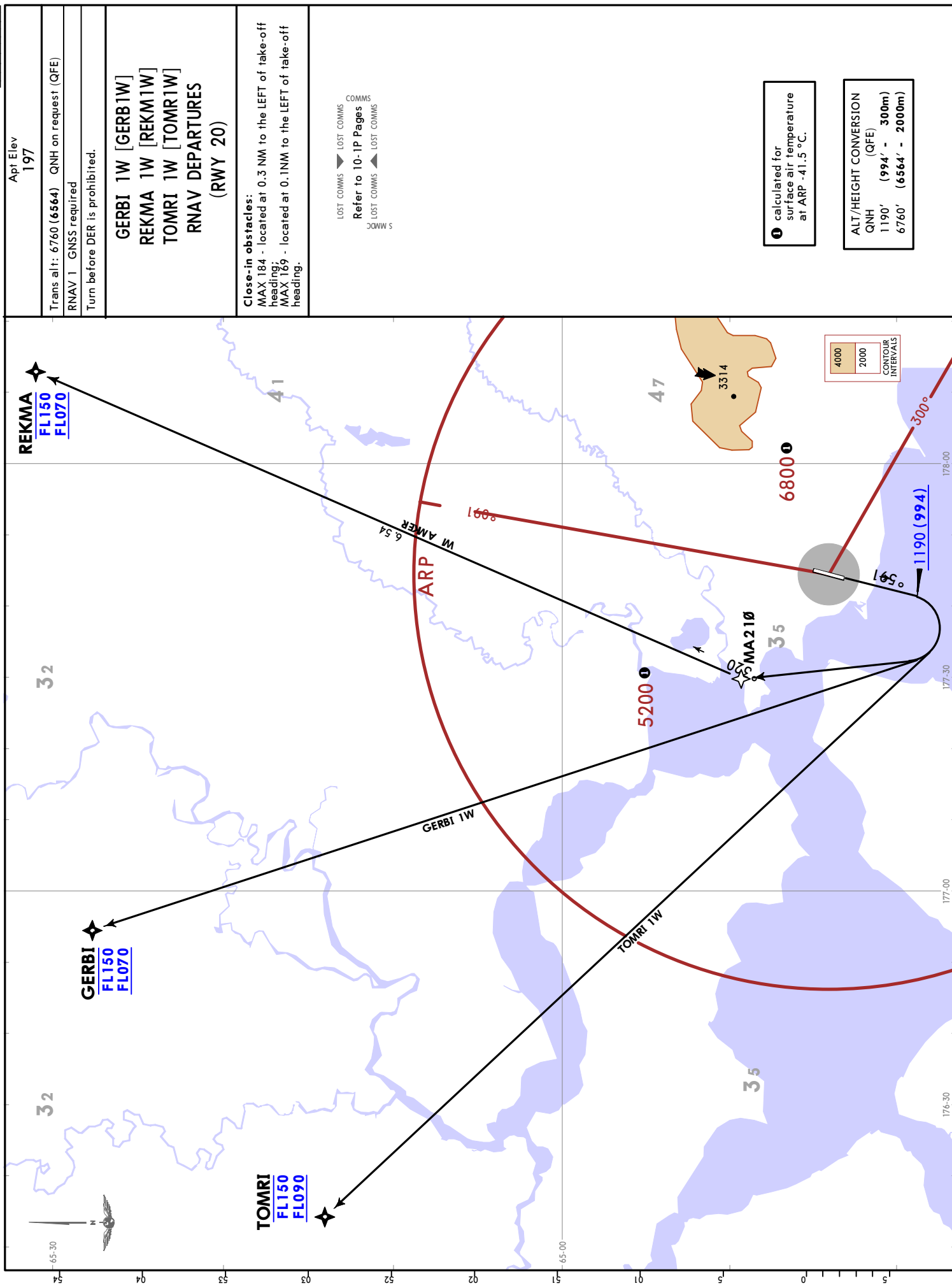
**ALT/HEIGHT CONVERSION**  
QNH (QFE)  
1190' (994' - 300m)  
6760' (6564' - 2000m)



**UHMA/DYR**  
UGOLNY

**JEPPESEN**  
 19 JAN 24 (10-3E) Eff 25 Jan  
**ANADYR, RUSSIA**  
**RNAV SID**

**UHMA/DYR**  
 UGOLNY



Apt Elev  
197

Trans alt: 6760 (6564) QNH on request (QFE)

RNAV 1 GNSSS required

Turn before DER is prohibited.

**GERBI 1W [GERB1W]**  
**REKMA 1W [REKM1W]**  
**TOMRI 1W [TOMR1W]**  
**RNAV DEPARTURES**  
**(RWY 20)**

**Close-in obstacles:**  
 MAX 184 - located at 0.3 NM to the LEFT of take-off heading;  
 MAX 169 - located at 0.1NM to the LEFT of take-off heading.

LOST COMMS  
 Refer to 10-IP Pages  
 LOST COMMS

① calculated for surface air temperature at ARP -41.5 °C.

**ALT/HEIGHT CONVERSION**  
 QNH (QFE)  
 1190' (994' - 300m)  
 6760' (6564' - 2000m)

Apt Elev  
 197

Trans alt: 6760 (6621) QNH on request (QFE)  
 Turn before DER is prohibited.

**LEKSI 1T [LEKSI1T]**  
**REKMA 1T [REKMI1T]**  
**DEPARTURES**  
**(RWY 02)**  
**UNDER RADAR CONTROL**

LEKSI 1T:  
 These SID requires a minimum climb gradient of 3.4% up to 5200 (5061).

Gnd speed-KT	75	100	150	200	250	300
3.4% V/V (fpm)	258	344	516	689	861	1033

**SID**

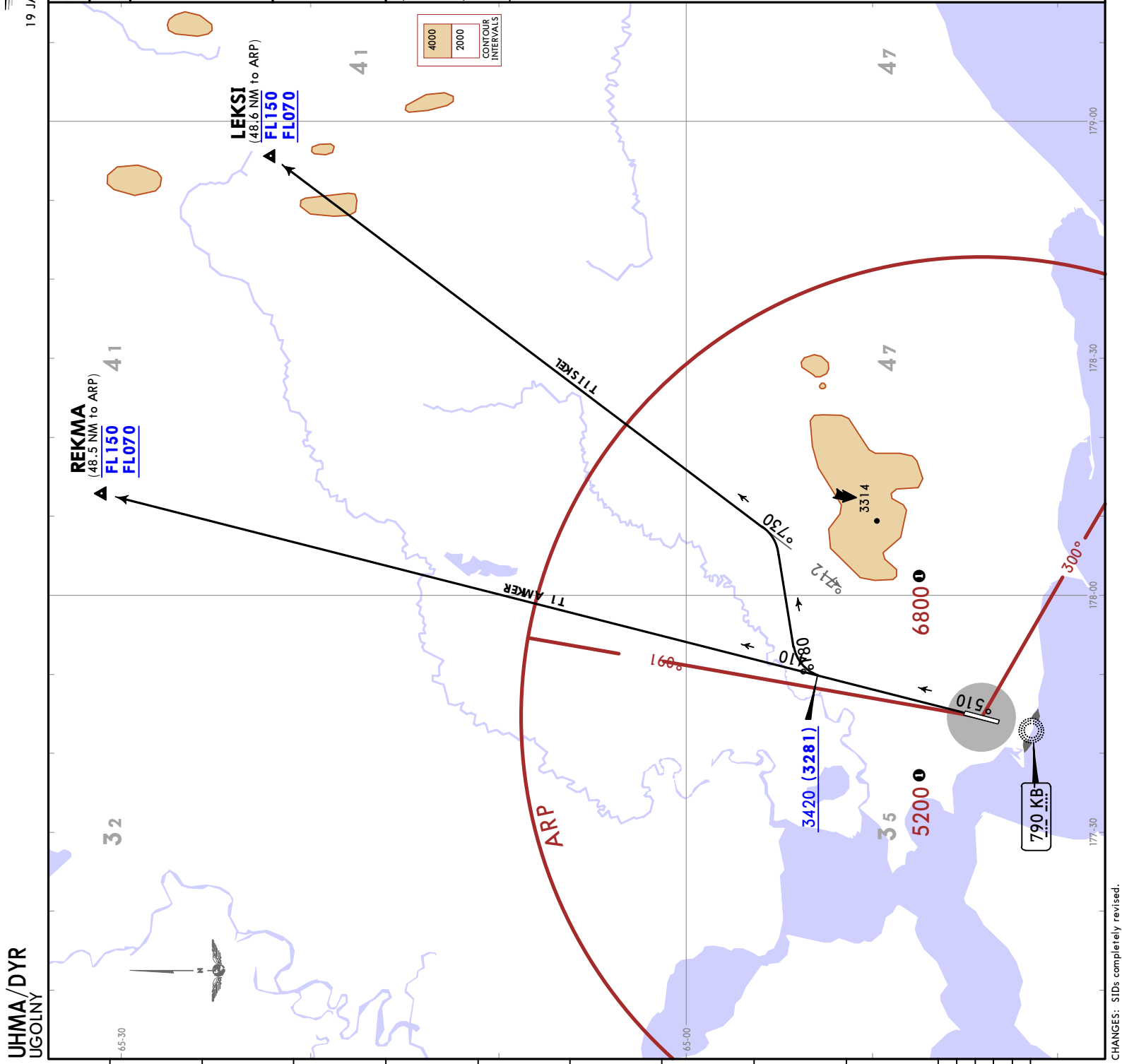
**LEKSI 1T**  
 Climb on 015° track to 3420 (3281) or above turn RIGHT, 081° track, intercept 037° bearing from KB Lctr to LEKSI.

**REKMA 1T**  
 Climb on 015° track to 3420 (3281) or above, proceed on 014° bearing from KB Lctr to REKMA.

LOST COMMS ▼ LOST COMMS  
 Refer to 10-1P Pages  
 LOST COMMS ▲ LOST COMMS

① calculated for surface air temperature at ARP -41.5 °C.

**ALT/HEIGHT CONVERSION**  
 QNH (QFE)  
 3420' (3281' - 1000m)  
 5200' (5061' - 1540m)  
 6760' (6621' - 2000m)



Trans alt: 6760 (6621)  
Turn before DER is prohibited.

AKISA 1T [AKIS1T]  
NALEK 1T [NALE1T]  
POGAR 1T [POGA1T]  
SONIR 1T [SONI1T]  
DEPARTURES  
(RWY 02)  
UNDER RADAR CONTROL

AKISA 1T:  
These SID requires a minimum climb gradient of 3.7% up to 5620 (5481).

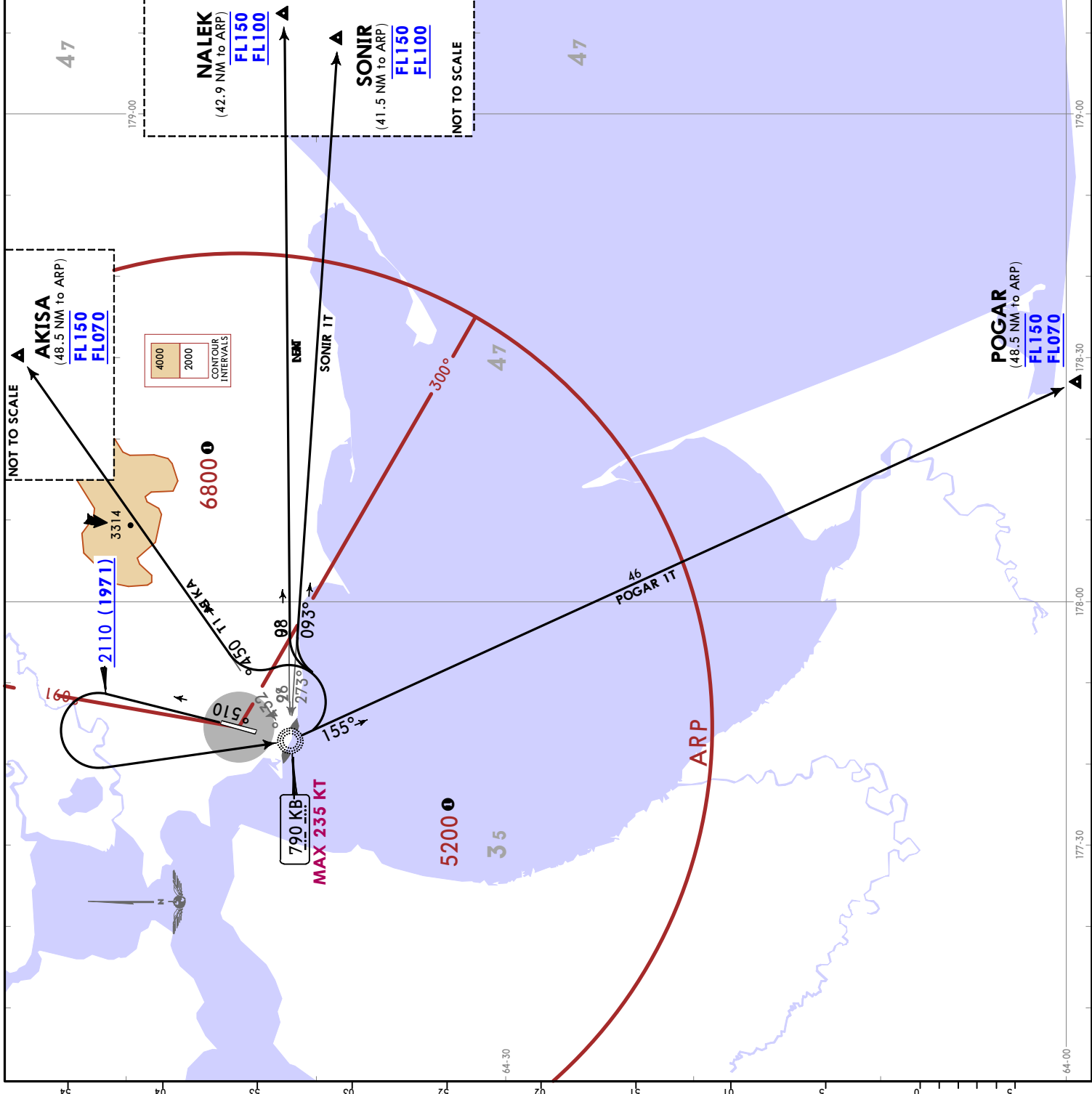
Gnd speed-KT	75	100	150	200	250	300
3.7% V/V (fpm)	281	375	562	749	937	1124

SID	ROUTING
AKISA 1T	Climb on 015° track to 2110 (1971) or above, turn LEFT to KB Lctr, after passing turn LEFT to intercept 054° bearing from KB Lctr to AKISA.
NALEK 1T	Climb on 015° track to 2110 (1971) or above, turn LEFT to KB Lctr, after passing turn LEFT to intercept 089° bearing from KB Lctr to NALEK.
POGAR 1T	Climb on 015° track to 2110 (1971) or above, turn LEFT to KB Lctr, after passing intercept 155° bearing from KB Lctr to POGAR.
SONIR 1T	Climb on 015° track to 2110 (1971) or above, turn LEFT to KB Lctr, after passing turn LEFT to intercept 093° bearing from KB Lctr to SONIR.

LOST COMMS  
Refer to 10-IP Pages  
LOST COMMS  
LOST COMMS

1 calculated for surface air temperature at ARP -41.5 °C.

ALT/HEIGHT CONVERSION  
QNH (QFE)  
2110' (1971' - 600m)  
5620' (5481' - 1670m)  
6760' (6621' - 2000m)



Apt Elev  
197

Trans alt: 6760 (6621) QNH on request (QFE)  
Turn before DER is prohibited.

**DANUB 1T [DANUIT]**  
**MITKA 1T [MITKIT]**  
**USAMA 1T [USAM1T]**

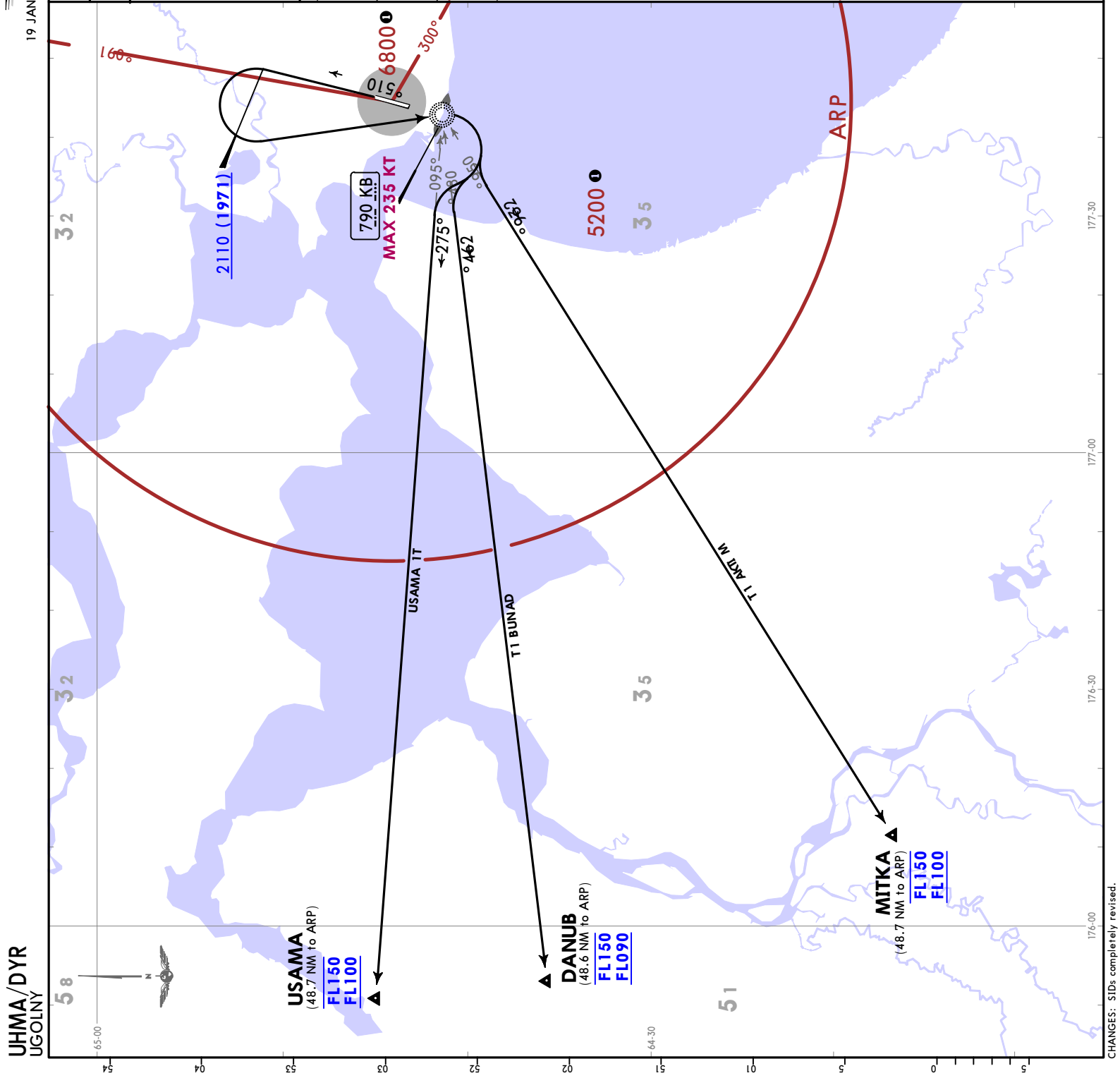
**DEPARTURES**  
**(RWY 02)**  
**UNDER RADAR CONTROL**

SID	ROUTING
DANUB 1T	Climb on 015° track to 2110 (1971) or above, turn LEFT to KB Lctr, after passing turn RIGHT to intercept 264° bearing from KB Lctr to DANUB.
MITKA 1T	Climb on 015° track to 2110 (1971) or above, turn LEFT to KB Lctr, after passing turn RIGHT to intercept 239° bearing from KB Lctr to MITKA.
USAMA 1T	Climb on 015° track to 2110 (1971) or above, turn LEFT to KB Lctr, after passing turn RIGHT to intercept 275° bearing from KB Lctr to USAMA.

LOST COMMS ▼ LOST COMMS  
 COMMS  
 Refer to 10-1P Pages  
 LOST COMMS ▲ LOST COMMS  
 COMMS

① calculated for surface air temperature at ARP -41.5 °C.

ALT/HEIGHT CONVERSION  
 QNH (QFE)  
 2110' (1971' - 600m)  
 6760' (6621' - 2000m)



Apt Elev  
197

Trans alt: 6760 (6621) QNH on request (QFE)  
Turn before DER is prohibited.

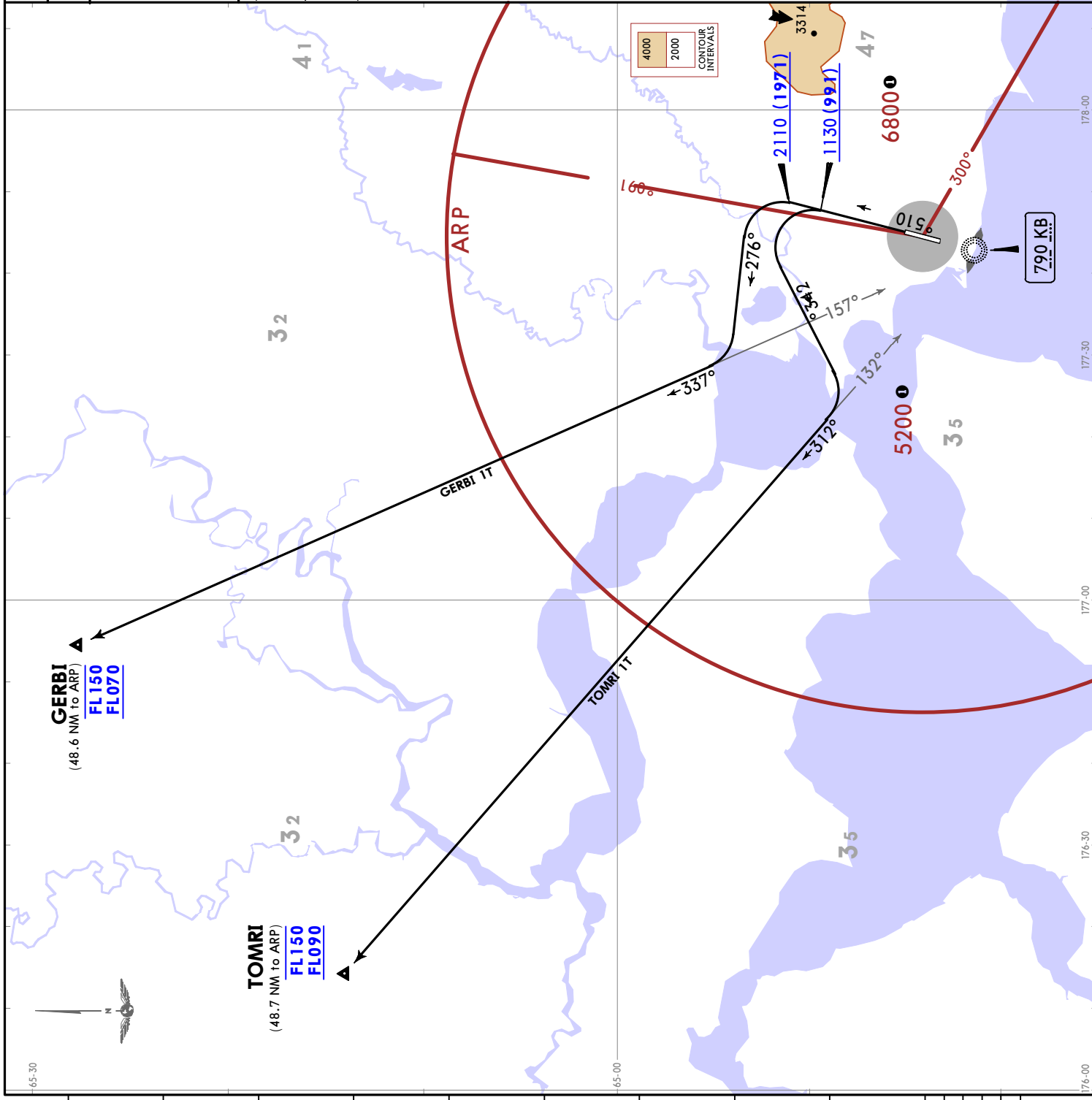
**GERBI 1T [GERBI1T]**  
**TOMRI 1T [TOMR1T]**  
**DEPARTURES**  
**(RWY 02)**  
**UNDER RADAR CONTROL**

SID	ROUTING
GERBI 1T	Climb on 015° track to 2110 (1971) or above, turn LEFT, 276° track, intercept 337° bearing from KB Lctr to GERBI.
TOMRI 1T	Climb on 015° track to 1130 (991) or above, turn LEFT, 243° track, intercept 312° bearing from KB Lctr to TOMRI.

LOST COMMS ▼ LOST COMMS  
COMMS  
Refer to 10-IP Pages  
LOST COMMS ▲ LOST COMMS

① calculated for surface air temperature at ARP -41.5 °C.

ALT/HEIGHT CONVERSION  
QNH (QFE)  
1130' - 300m  
2110' (1971' - 600m)  
6760' (6621' - 2000m)



**JEYPESEN**  
**ANADYR, RUSSIA**  
**10-3K** **Eff 25 Jan** **SID**

Apt Elev  
 197

Trans alt: 6760 (6564) QNH on request (QFE)  
 Turn before DER is prohibited.

**AKISA 1U [AKIS1U]**  
**LEKSI 1U [LEKS1U]**  
**NALEK 1U [NALE1U]**  
**SONIR 1U [SONI1U]**  
**DEPARTURES**  
**(RWY 20)**  
**UNDER RADAR CONTROL**

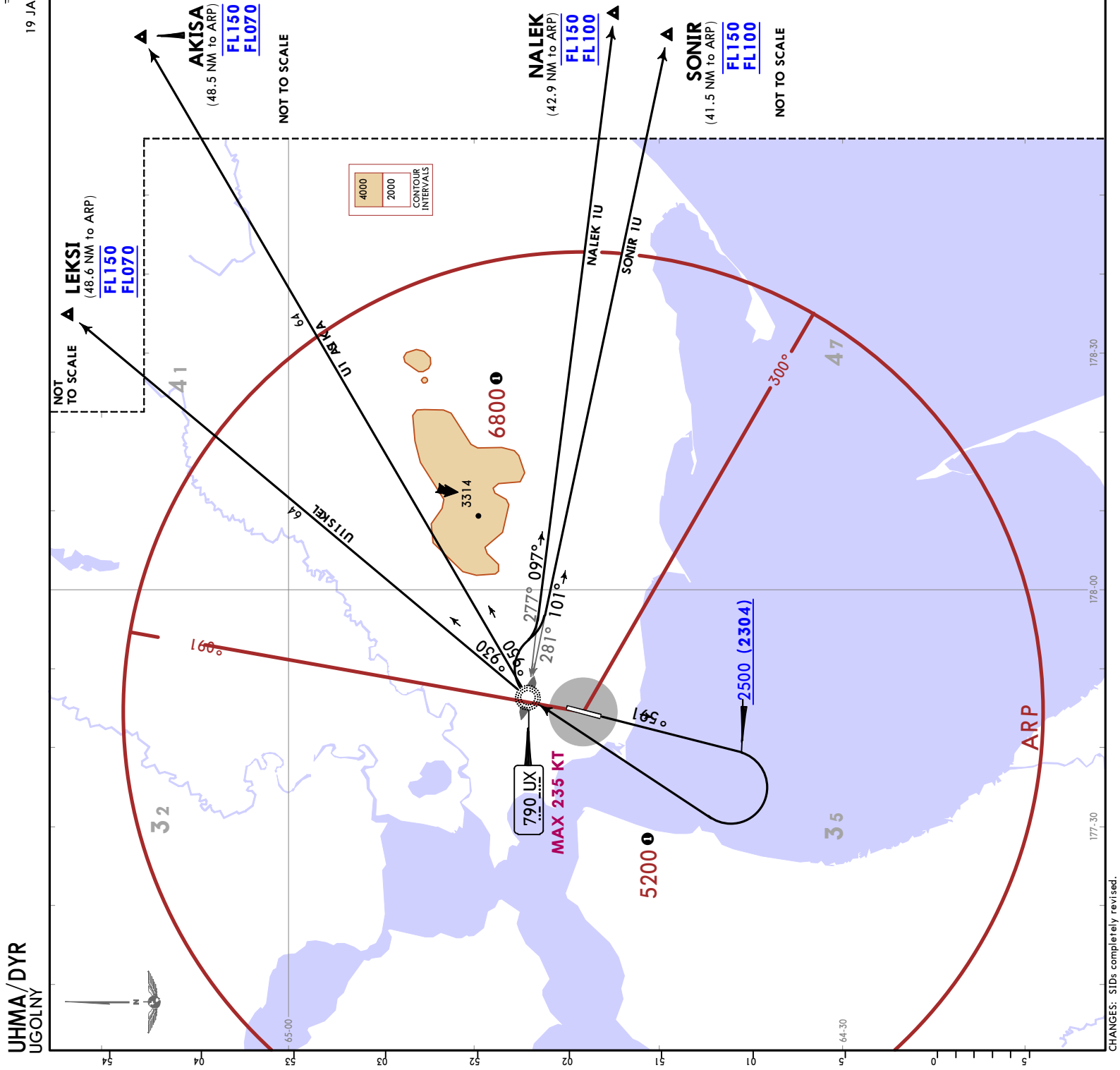
**Close-in obstacles:**  
 MAX 184 - located at 0.3 NM to the LEFT of take-off heading;  
 MAX 169 - located at 0.1 NM to the LEFT of take-off heading.

SID	ROUTING
AKISA 1U	Climb on 195° track to 2500 (2304) or above, turn RIGHT to UX Lctr, after passing intercept 059° bearing from UX Lctr to AKISA.
LEKSI 1U	Climb on 195° track to 2500 (2304) or above, turn RIGHT to UX Lctr, after passing intercept 039° bearing from UX Lctr to LEKSI.
NALEK 1U	Climb on 195° track to 2500 (2304) or above, turn RIGHT to UX Lctr, after passing turn RIGHT to intercept 097° bearing from UX Lctr to NALEK.
SONIR 1U	Climb on 195° track to 2500 (2304) or above, turn RIGHT to UX Lctr, after passing turn RIGHT to intercept 101° bearing from UX Lctr to SONIR.

LOST COMMS ▼ LOST COMMS  
 Refer to 10-1P Pages COMMS  
 LOST COMMS ▲ LOST COMMS

① calculated for surface air temperature at ARP -41.5 °C.

**ALT/HEIGHT CONVERSION**  
 QNH (QFE)  
 2500' (2304' - 700m)  
 6760' (6564' - 2000m)



**UHMA/DYR**  
**UGOLNY**

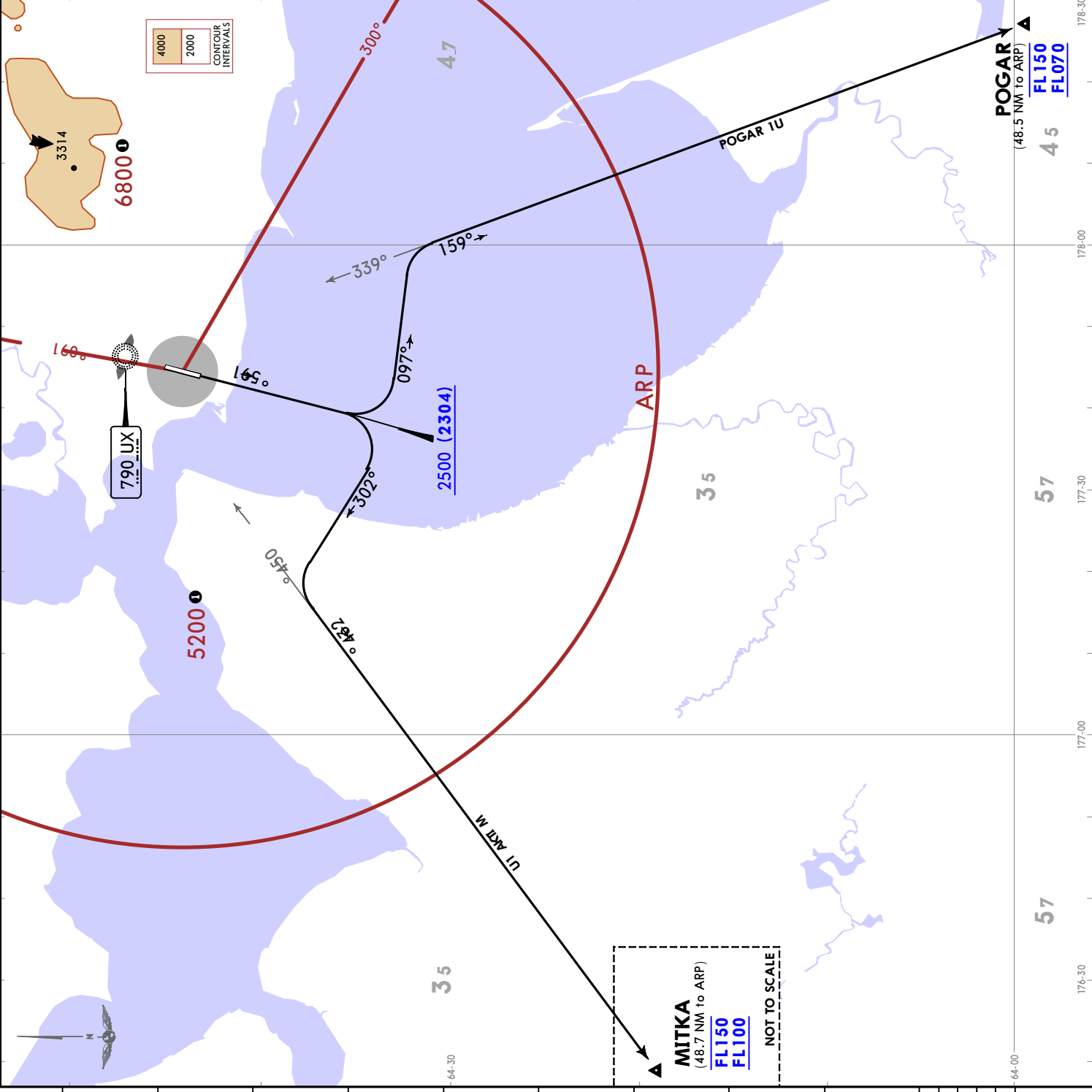
**JEPPesen**  
**ANADYR, RUSSIA**  
**10-3L** **Eff 25 Jan** **SID**

**UHMA/DYR**  
**UGOLNY**

Apt Elev 197	
Trans alt: 6760 (6564) QNH on request (QFE) Turn before DER is prohibited.	
<b>MITKA 1U [MITKIU]</b> <b>POGAR 1U [POGAIU]</b> <b>DEPARTURES</b> <b>(RWY 20)</b> <b>UNDER RADAR CONTROL</b>	
<b>Close-in obstacles:</b> MAX 184 - located at 0.3 NM to the LEFT of take-off heading; MAX 169 - located at 0.1NM to the LEFT of take-off heading.	
<b>SID</b>	<b>ROUTING</b>
<b>MITKA 1U</b>	Climb on 195° track to 2500 (2304) or above, turn RIGHT, 302° track, turn LEFT intercept 234° bearing from UX Lctr to MITKA.
<b>POGAR 1U</b>	Climb on 195° track to 2500 (2304) or above, turn LEFT, 097° track, turn RIGHT to intercept 159° bearing from UX Lctr to POGAR.
LOST COMMS <b>▶</b> LOST COMMS COMMS Refer to 10-1P Pages LOST COMMS <b>▶</b> LOST COMMS COMMS <b>▶</b>	

**1** calculated for surface air temperature at ARP -41.5 °C.

**ALT/HEIGHT CONVERSION**  
 QNH (QFE)  
 2500' (2304' - 700m)  
 6760' (6564' - 2000m)



**JEPPesen** **ANADYR, RUSSIA** **SID**  
 19 JAN 24 (10-3M) Eff 25 Jan

Apt Elev  
197

Trans alt: 6760 (6564) QNH on request (QFE)  
Turn before DER is prohibited.

**DANUB 1U [DANU1U]**  
**USAMA 1U [USAM1U]**  
**DEPARTURES**  
**(RWY 20)**  
**UNDER RADAR CONTROL**

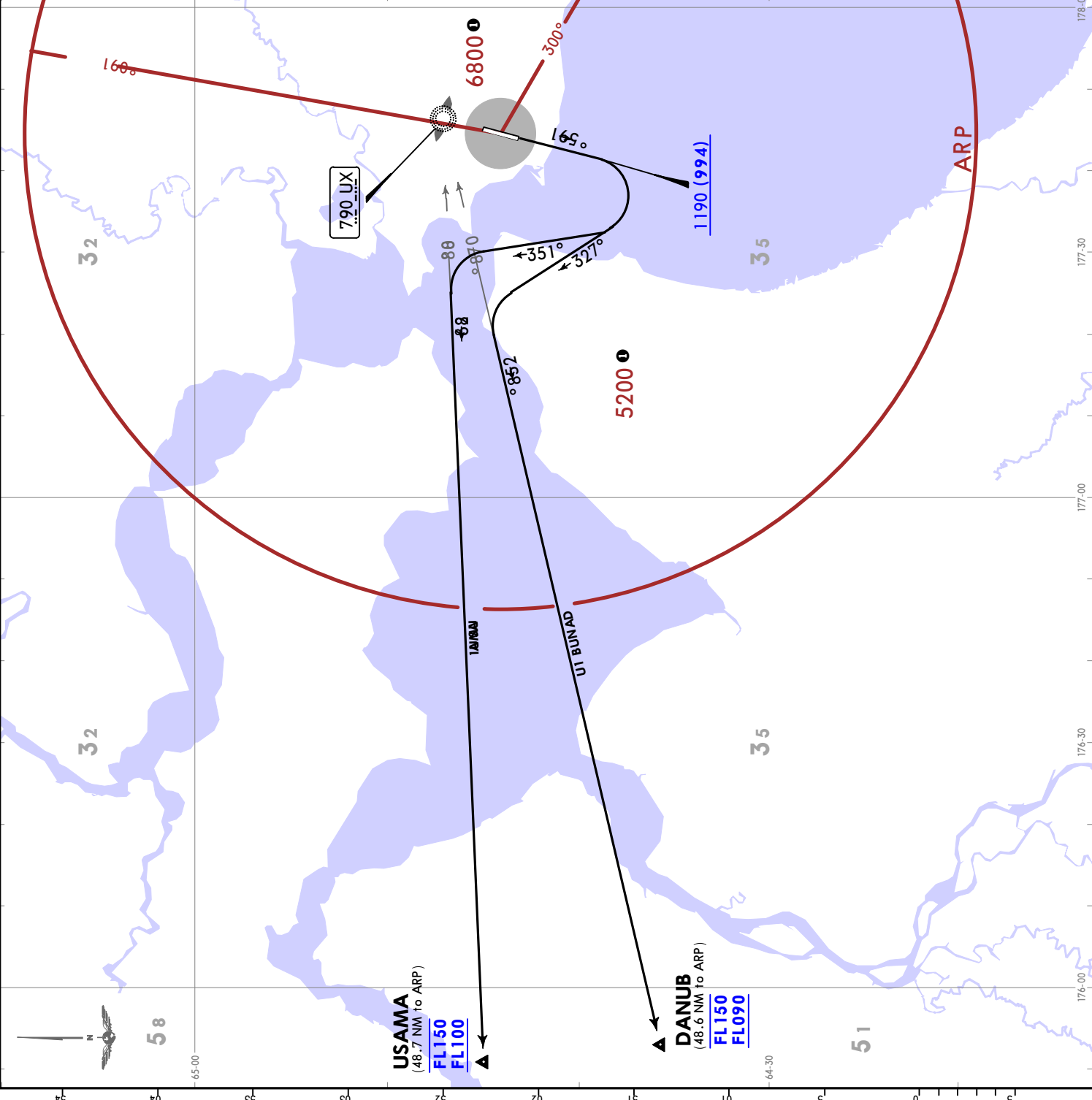
**Close-in obstacles:**  
 MAX 184 - located at 0.3 NM to the LEFT of take-off heading;  
 MAX 169 - located at 0.1NM to the LEFT of take-off heading.

ROUTING	
<b>DANUB 1U</b>	Climb on 195° track to 1190 (994) or above, turn RIGHT, 327° track, turn LEFT to intercept 258° bearing from UX Lctr to DANUB.
<b>USAMA 1U</b>	Climb on 195° track to 1190 (994) or above, turn RIGHT, 351° track, turn LEFT to intercept 268° bearing from UX Lctr to USAMA.

LOST COMMS ▼ LOST COMMS  
 Refer to 10-1P Pages  
 LOST COMMS ▲ LOST COMMS

**1** calculated for surface air temperature at ARP -41.5 °C.

**ALT/HEIGHT CONVERSION**  
 QNH (994) - 300m  
 6760' (6564' - 2000m)



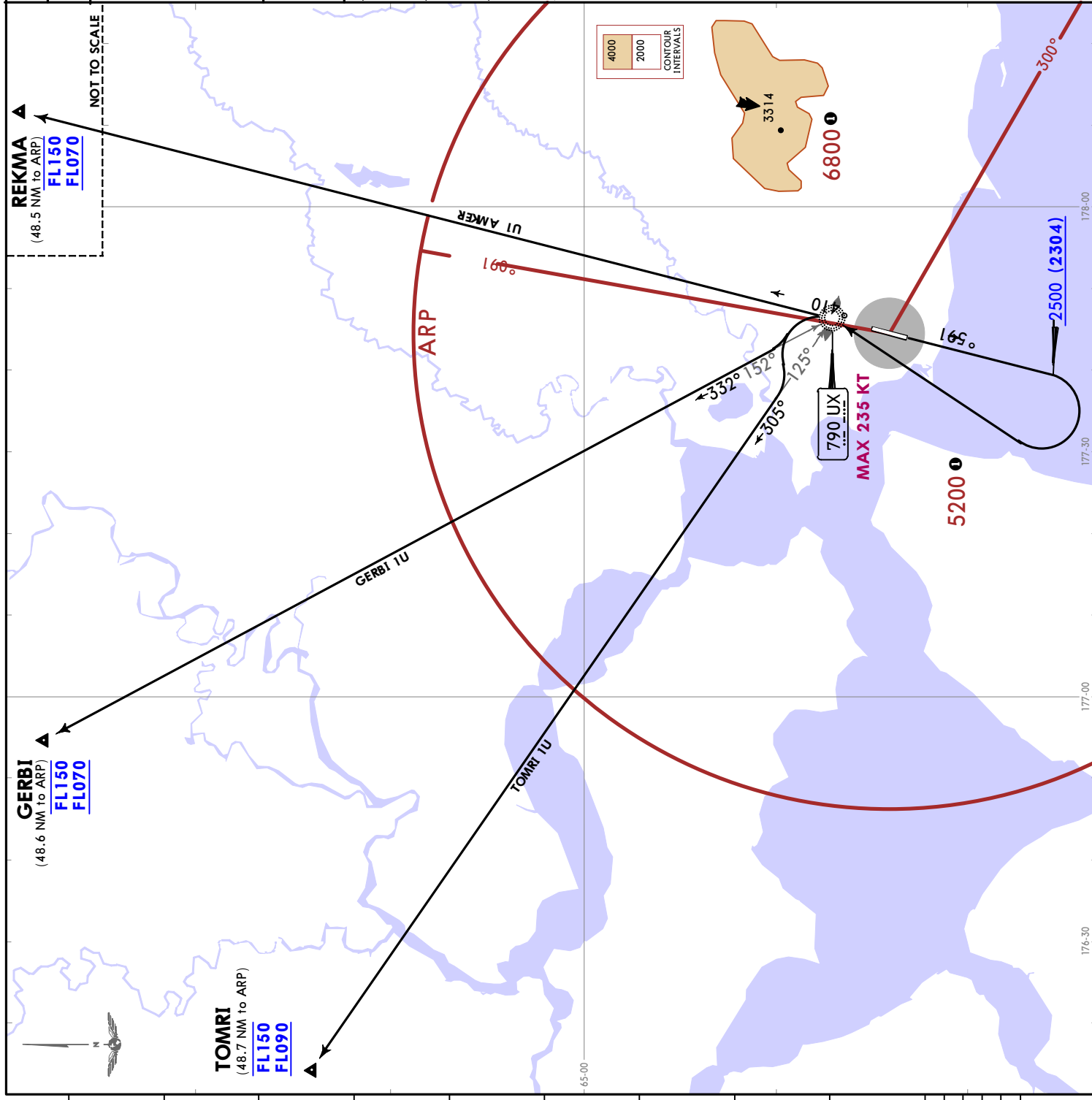
**UHMA/DYR**  
**UGOLNY**

Apt Elev 197	
Trans alt: 6760 (6564) QNH on request (QFE) Turn before DER is prohibited.	
<b>GERBI 1U [GERB1U]</b> <b>REKMA 1U [REKM1U]</b> <b>TOMRI 1U [TOMR1U]</b> <b>DEPARTURES</b> <b>(RWY 20)</b> <b>UNDER RADAR CONTROL</b>	
<b>Close-in obstacles:</b> MAX 184 - located at 0.3 NM to the LEFT of take-off heading; MAX 169 - located at 0.1 NM to the LEFT of take-off heading.	
SID	ROUTING
GERBI 1U	Climb on 195° track to 2500 (2304) or above, turn RIGHT to UX Lctr, after passing turn LEFT to intercept 332° bearing from UX Lctr to GERBI.
REKMA 1U	Climb on 195° track to 2500 (2304) or above, turn RIGHT to UX Lctr, after passing proceed on 014° bearing from UX Lctr to REKMA.
TOMRI 1U	Climb on 195° track to 2500 (2304) or above, turn RIGHT to UX Lctr, after passing turn LEFT to intercept 305° bearing from UX Lctr to TOMRI.

LOST COMMS ▼ LOST COMMS  
 COMMS  
 Refer to 10-1P Pages  
 LOST COMMS ▲ LOST COMMS  
 MWC S

① calculated for surface air temperature at ARP -41.5 °C.

ALT/HEIGHT CONVERSION  
 QNH (QFE)  
 2500' (2304' - 700m)  
 6760' (6564' - 2000m)



**GERBI**  
(48.6 NM to ARP)  
FL150  
FL070

**REKMA**  
(48.5 NM to ARP)  
FL150  
FL070

**TOMRI**  
(48.7 NM to ARP)  
FL150  
FL090

NOT TO SCALE

UHMA/DYR  
UGOLNY

JEPPESEN

10 FEB 23

10-4

Eff 23 Feb

ANADYR, RUSSIA

NOISE

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## NOISE ABATEMENT

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### GENERAL

Flight crews must apply flight modes recommended by the Aeroplane Flight Manual.

### RWY USAGE

#### DAY PERIOD

RWY system is used for take-off and landing of scheduled and charter flights.

#### NIGHT PERIOD

RWY is used rarely at night, usually for arrival and departures of hospital flights or delayed flights.

# UHMA/DYR

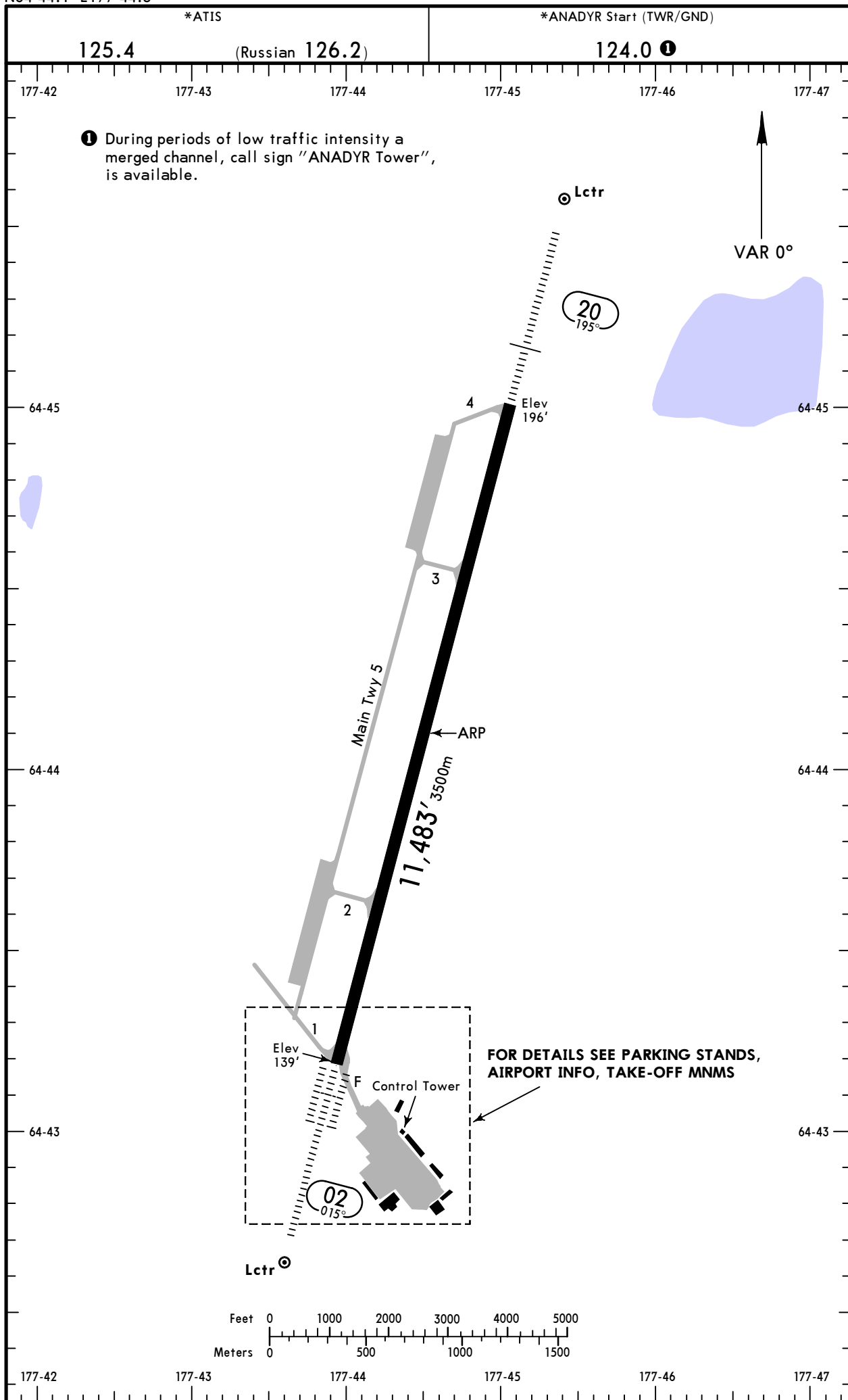
Apt Elev **196'**  
N64 44.1 E177 44.5



19 JAN 24 **10-9** Eff 25 Jan

# ANADYR, RUSSIA

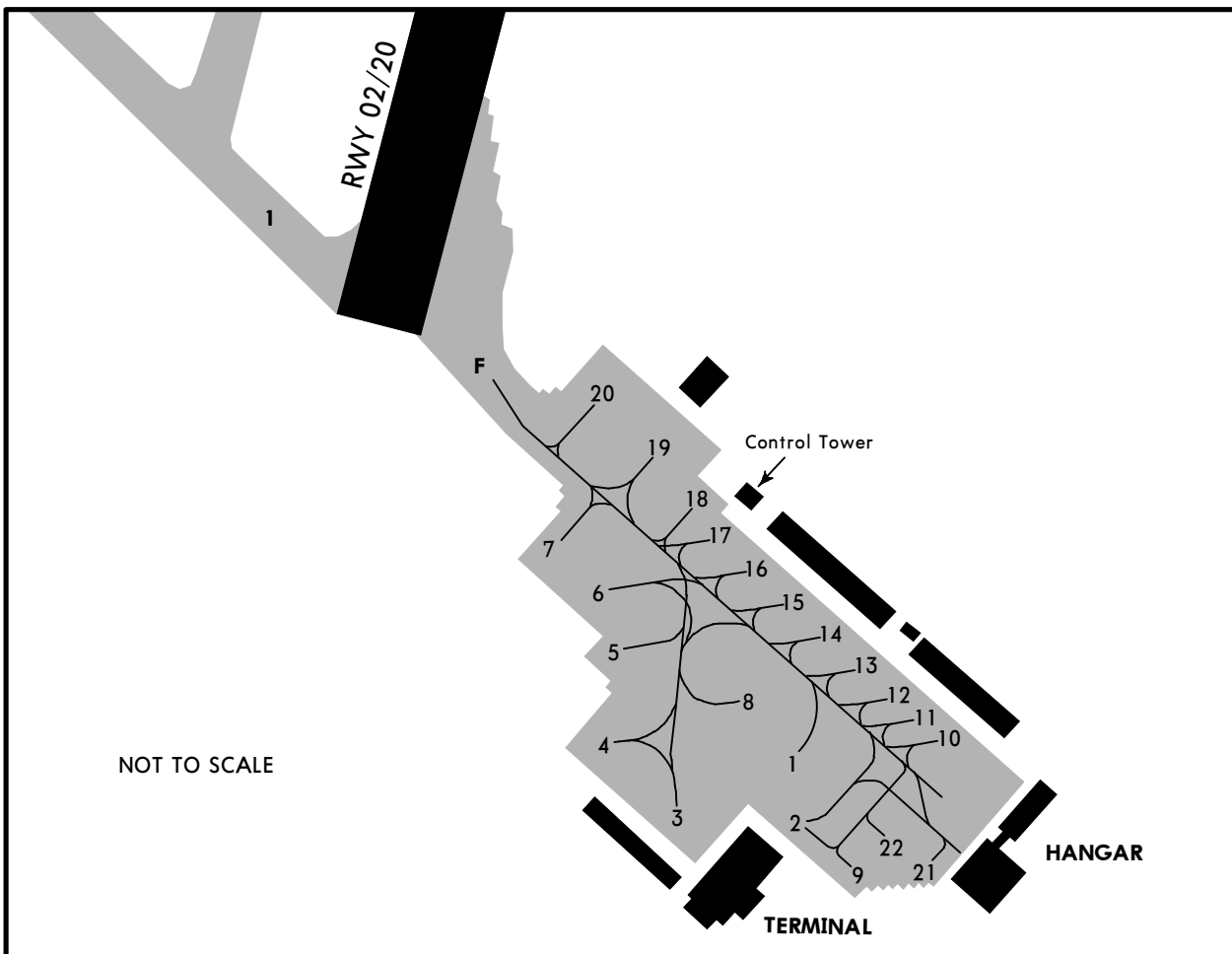
UGOLNY



UHMA/DYR

19 JAN 24 **10-9A** Eff 25 Jan

ANADYR, RUSSIA  
UGOLNY



RWY	ADDITIONAL RUNWAY INFORMATION				USABLE LENGTHS		WIDTH
	RL (60m)	CL (15m)	① HIALS-II TDZ ②	RVR	Threshold	Glide Slope	
02	RL (60m)	CL (15m)	① HIALS-II TDZ ②	RVR		10512' 3204m	197'
20	RL (60m)	CL (15m)	① HIALS PAPI-L(3.0°)	RVR			60m

- ① length 900m
- ② PAPI-L (angle 3.0°)

Std	TAKE-OFF					
	RL & CL & relevant RVR	RL & CL	① RL & RCLM	① RL or RCLM	Adequate Vis Ref	
					DAY	NIGHT
TDZ	R150m					
Mid	R150m	R/V200m	R/V300m	R/V400m	R/V500m	NA
Rollout	R150m					

① For NIGHT operations, at least RL or CL and RENL are required.

UHMA/DYR

**JEPPESEN**  
19 JAN 24 **10-9S** Eff 25 Jan

**EASA AIR OPS**  
**ANADYR, RUSSIA**  
**UGOLNY**

STRAIGHT-IN RWY		A	B	C	D
02	ILS Z or X	<b>339'</b> (200') R550m	<b>349'</b> (210') R550m	<b>359'</b> (220') R550m	<b>369'</b> (230') R550m
	TDZ or CL out ALS out	① R550m R1200m	① R550m R1200m	① R550m R1200m	① R550m R1200m
②	LOC Z or X	<b>450'</b> (311') ③ R700m	<b>450'</b> (311') ③ R700m	<b>450'</b> (311') ③ R700m	<b>450'</b> (311') ③ R700m
	TDZ or CL out ALS out	①③ R700m R1400m	①③ R700m R1400m	①③ R700m R1400m	①③ R700m R1400m
	GLS	<b>339'</b> (200') R550m	<b>349'</b> (210') R550m	<b>359'</b> (220') R550m	<b>369'</b> (230') R550m
	TDZ or CL out ALS out	① R550m R1200m	① R550m R1200m	① R550m R1200m	① R550m R1200m
	RNP LNAV/VNAV	<b>389'</b> (250') R550m	<b>389'</b> (250') R550m	<b>402'</b> (263') R600m	<b>435'</b> (296') R650m
	TDZ or CL out ALS out	① R550m R1300m	① R550m R1300m	① R600m R1300m	① R650m R1400m
	RNP ② LNAV	<b>480'</b> (341') R900m	<b>480'</b> (341') R900m	<b>480'</b> (341') R900m	<b>480'</b> (341') R900m
	TDZ or CL out ALS out	① R900m R1500m	① R900m R1500m	① R900m R1600m	① R900m R1600m
	② NDB	<b>790'</b> (651') R1500m	<b>790'</b> (651') R1500m	<b>790'</b> (651') R2300m	<b>790'</b> (651') R2300m
	TDZ or CL out ALS out	R1500m R1500m	R1500m R1500m	R2300m R2400m	R2300m R2400m
20	ILS Z or X	<b>396'</b> (200') ① R550m	<b>396'</b> (200') ① R550m	<b>396'</b> (200') ① R550m	<b>406'</b> (210') ① R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
②	LOC Z or X	<b>840'</b> (644') R1500m	<b>840'</b> (644') R1500m	<b>840'</b> (644') R2300m	<b>840'</b> (644') R2300m
	ALS out	R1500m	R1500m	R2400m	R2400m
	GLS	<b>396'</b> (200') ① R550m	<b>396'</b> (200') ① R550m	<b>396'</b> (200') ① R550m	<b>406'</b> (210') ① R550m
	ALS out	R1200m	R1200m	R1200m	R1200m
	RNP LNAV/VNAV	<b>446'</b> (250') ① R550m	<b>446'</b> (250') ① R550m	<b>446'</b> (250') ① R550m	<b>446'</b> (250') ① R550m
	ALS out	R1300m	R1300m	R1300m	R1300m
	RNP ② LNAV	<b>840'</b> (644') R1500m	<b>840'</b> (644') R1500m	<b>840'</b> (644') R2300m	<b>840'</b> (644') R2300m
	ALS out	R1500m	R1500m	R2400m	R2400m
②	NDB	<b>940'</b> (744') R1500m	<b>940'</b> (744') R1500m	<b>940'</b> (744') R2400m	<b>940'</b> (744') R2400m
		R1500m	R1500m	R2400m	R2400m

- ① R750m when a Flight Director or Autopilot or HUDLS to DA is not used.
- ② Continuous Descent Final Approach.
- ③ R750m for CDFA 2D operations.

UHMA/DYR

**JEPPESEN**  
19 JAN 24 **(10-9S)** Eff 25 Jan

**EASA AIR OPS**  
**ANADYR, RUSSIA**  
UGOLNY

<b>CIRCLE-TO-LAND ①</b>	<b>100</b>	<b>135</b>	<b>180</b>	<b>205</b>
	<b>600'</b> (404')	<b>890'</b> (694')	<b>1170'</b> (974')	<b>1170'</b> (974')
After NDB 02	② <b>790'</b> (594')	<b>890'</b> (694')	<b>1170'</b> (974')	<b>1170'</b> (974')
After ILS, LOC, RNP 20	<b>840'</b> (644')	<b>890'</b> (694')	<b>1170'</b> (974')	<b>1170'</b> (974')
After NDB 20	<b>940'</b> (744')	<b>940'</b> (744')	<b>1170'</b> (974')	<b>1170'</b> (974')
	V1500m	V1600m	V2400m	V3600m

① Prohibited East of apt.

② or higher minimums of preceding straight-in approach.

**TAKE-OFF**

Low Visibility Procedures required				RCLM or RL or CL	RL or CL	Adequate Vis Ref	
Approval for Low Visibility Take-off required						DAY	NIGHT
RCLM & RL & CL (spacing 15m or less) & RVR	RCLM & RL & CL & RVR	RCLM & RL & RVR	RCLM & RVR & RL or CL				
		DAY	NIGHT				
R125m	R150m	R300m		R/V400m		R/V500m	NA

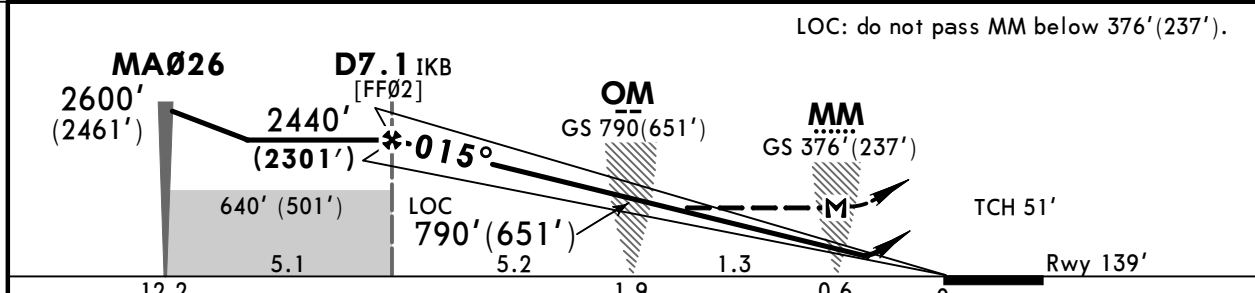
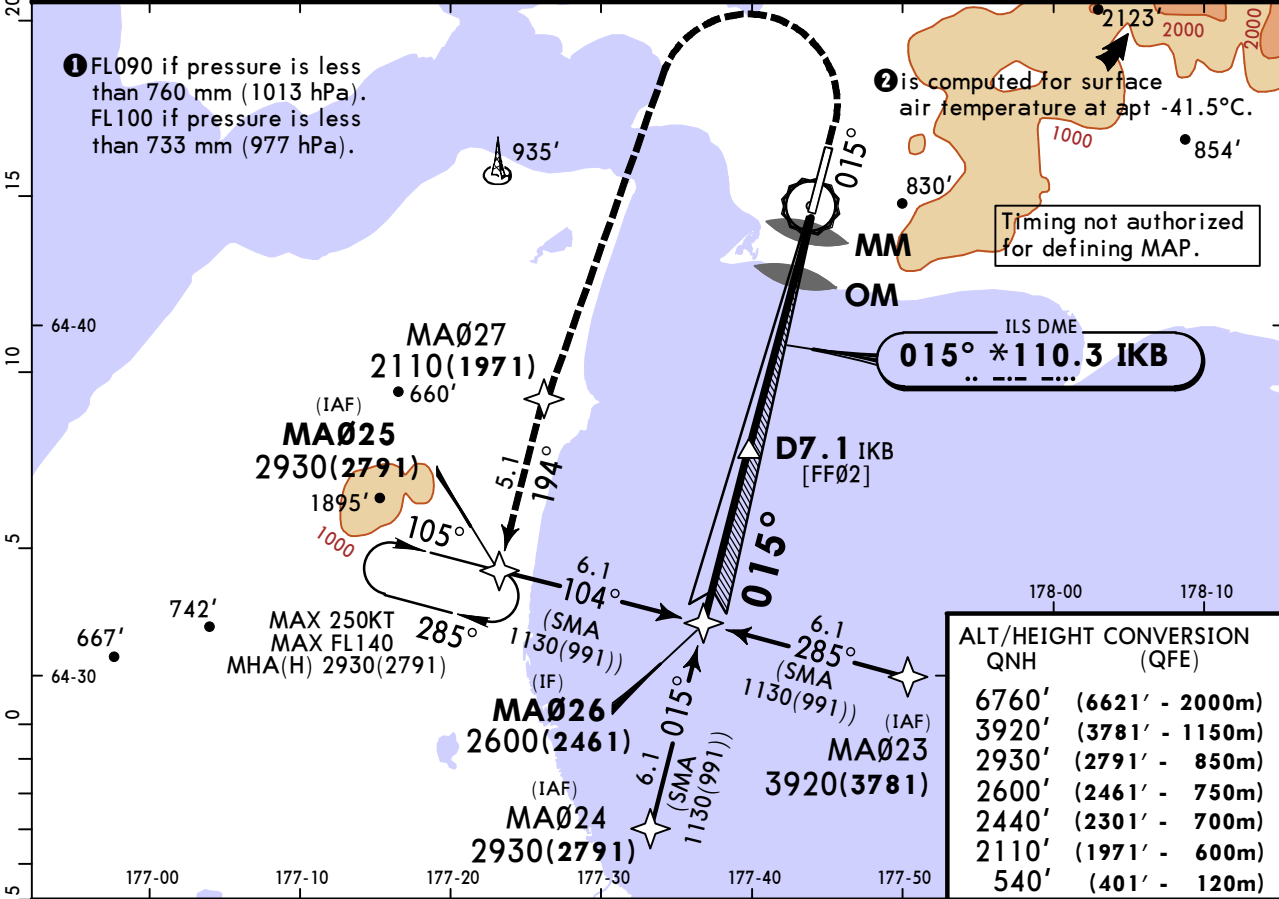
# UHMA/DYR UGOLNY



19 JAN 24 **11-1** Eff 25 Jan

# ANADYR, RUSSIA ILS Z or LOC Z Rwy 02

*ATIS <b>125.4</b> (Russian 126.2)		*ANADYR Approach (R) <b>120.5</b>		*ANADYR Start (TWR/GND) <b>124.0</b>		<p>MSA ARP ②</p>
LOC IKB <b>*110.3</b>	Final Apch Crs <b>015°</b>	D7.1 IKB <b>2440'(2301')</b>	ILS DA(H) Refer to Minimums	Apt Elev 196' Rwy 139'		
<b>MISSED APCH:</b> Climb STRAIGHT AHEAD to 540'(401') or above (MAX 215 KT), then turn LEFT to MA027 climbing to 2110'(1971') or above, then to MA025 climbing to 2930'(2791') or above. Turn before passing MAP prohibited.						
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL080 ①		Trans alt: 6760'(6621')
RNAV 1 for initial and missed apch.		1. GNSS required. 2. ILS DME reads zero at rwy 02 threshold.				



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI MIN 540'(401') 215 KT MAX MA027 LT
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	849	
MAP at MM							

PANS OPS	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	DA(H)	TDZ or CL out	ALS out	LOC (GS out) CDFA DA/MDA(H)	ALS out	Prohibited East of apt
A	A: 339'(200') B: 349'(210')	R550m	R1200m	450'(311')	R1400m	Max Kts MDA(H)
B		R550m	R750m			100 600'(404') V1500m
C						135 890'(694') V1600m
D						180 1170'(974') V2400m
						205 1170'(974') V3600m

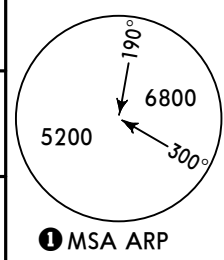
① R750m when a Flight Director or Autopilot or HUD to DA is not used.  
 ② VNAV DA(H) is lieu of MDA(H) depends on operator policy.  
 CHANGES: New procedure. © JEPPESEN, 2024. ALL RIGHTS RESERVED.

# UHMA/DYR UGOLNY

**JEPPESSEN**  
19 JAN 24  
Eff 25 Jan **11-2**

# ANADYR, RUSSIA ILS X or LOC X Rwy 02

*ATIS <b>125.4</b> (Russian 126.2)		*ANADYR Approach (R) <b>120.5</b>		*ANADYR Start (TWR/GND) <b>124.0</b>	
LOC IKB <b>*110.3</b>	Final Apch Crs <b>015°</b>	<b>D7.1 IKB</b> 2440'(2301')	ILS DA(H) Refer to Minimums	Apt Elev 196' Rwy 139'	
<b>MISSED APCH: Climb STRAIGHT AHEAD to 2110'(1971') or above (MAX 240 KT), then turn LEFT to LOM climbing to 5390'(5251') or above. Turn before passing MAP is prohibited.</b>					

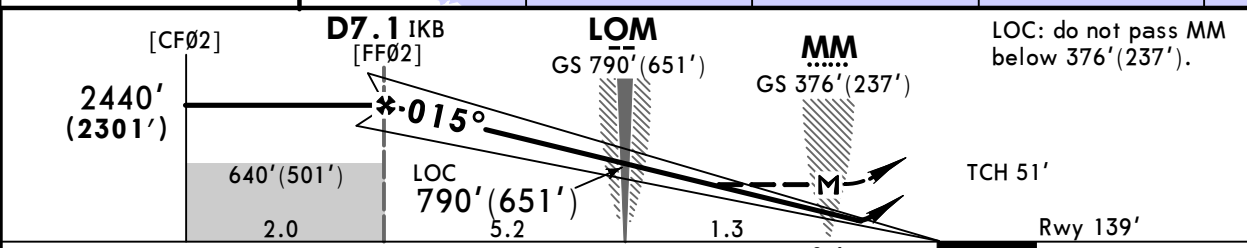
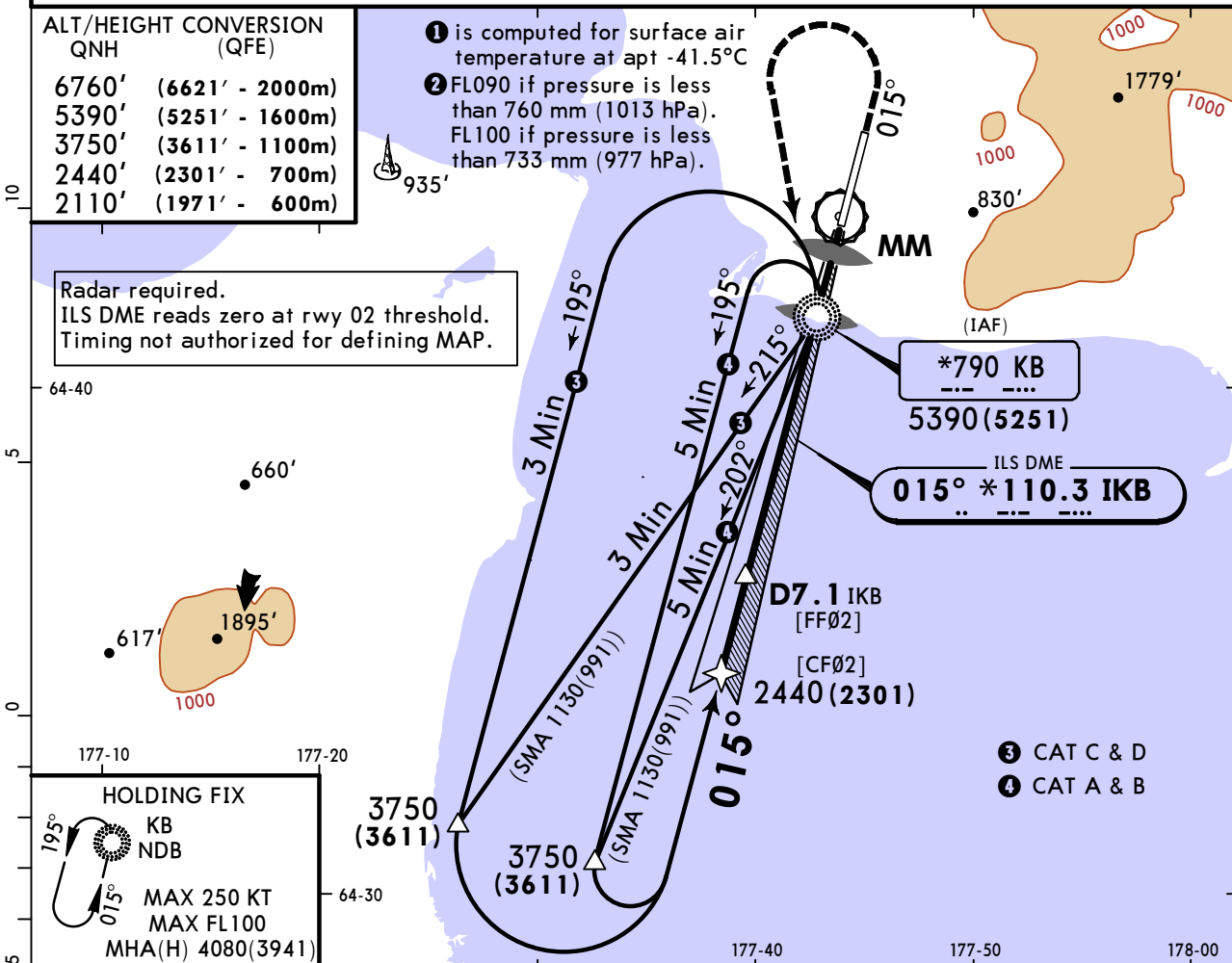


Alt Set: MM (hPa on req)    QNH on req (QFE)    Trans level: FL080 ②    Trans alt: 6760' (6621')

**ALT/HEIGHT CONVERSION**  
QNH (QFE)

6760'	(6621' - 2000m)
5390'	(5251' - 1600m)
3750'	(3611' - 1100m)
2440'	(2301' - 700m)
2110'	(1971' - 600m)

① is computed for surface air temperature at apt -41.5°C  
② FL090 if pressure is less than 760 mm (1013 hPa).  
FL100 if pressure is less than 733 mm (977 hPa).



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI MIN 2110'(1971') 240 KT MAX
ILS GS or LOC Descent Angle	3.00°	372	478	531	637	743	
MAP at MM							

PANS OPS	STRAIGHT-IN LANDING				CIRCLE-TO-LAND
	ILS DA(H)	LOC (GS out) CDFA	Prohibited East of apt		
A	A: 339'(200') B: 349'(210')	C: 359'(220') D: 369'(230')	② DA/MDA(H) 450'(311')	Max Kts	MDA(H)
B	R550m	① R550m	R1200m	100	600'(404') V1500m
C	R550m	① R550m	R1200m	135	890'(694') V1600m
D	R550m	① R550m	R1200m	180	1170'(974') V2400m
				205	1170'(974') V3600m

① R750m when a Flight Director or Autopilot or HUD to DA is not used.  
② VNAV DA(H) in lieu of MDA(H) depends on operator policy.

# UHMA/DYR UGOLNY

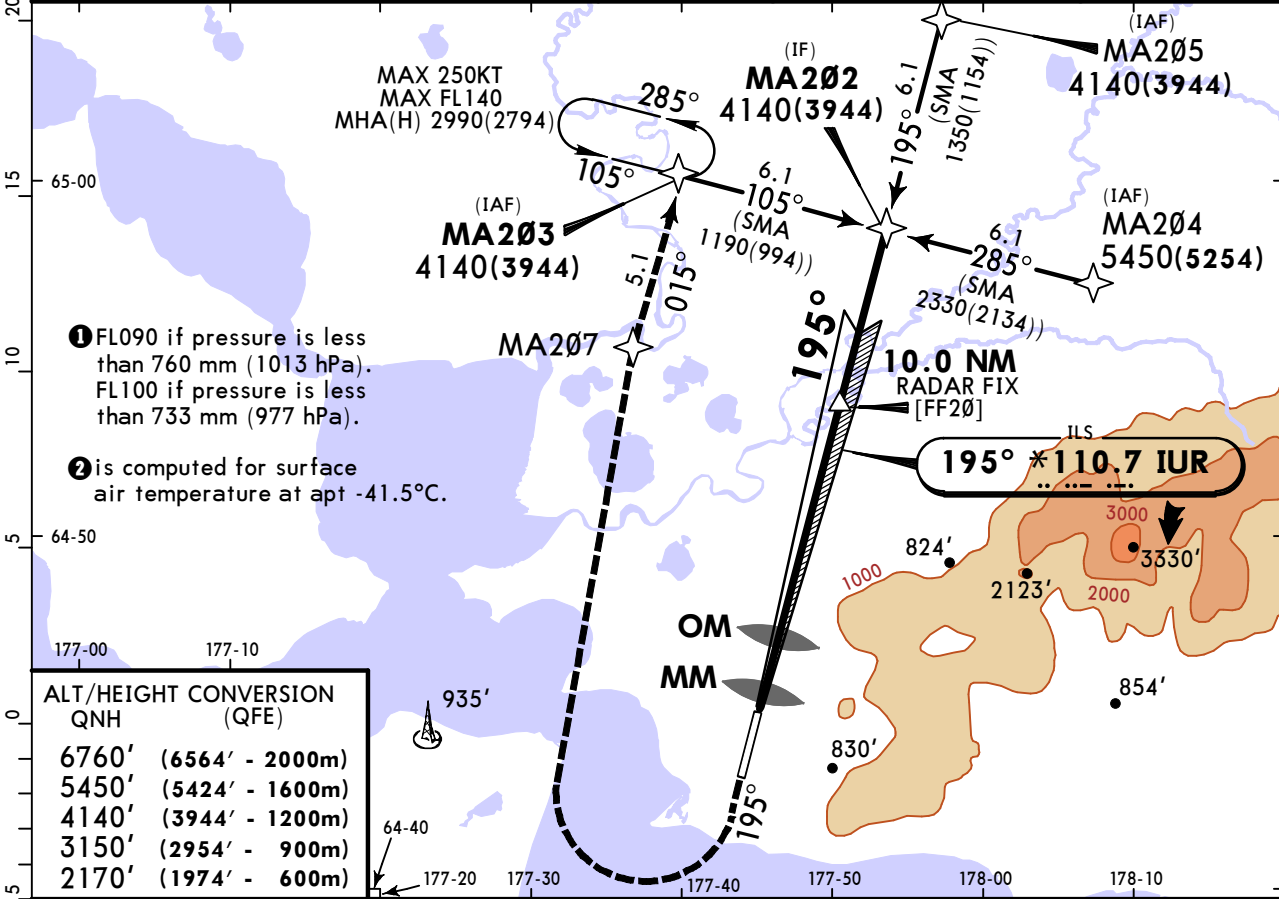
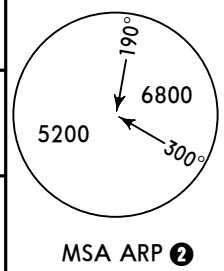


19 JAN 24 **11-3** Eff 25 Jan

# ANADYR, RUSSIA

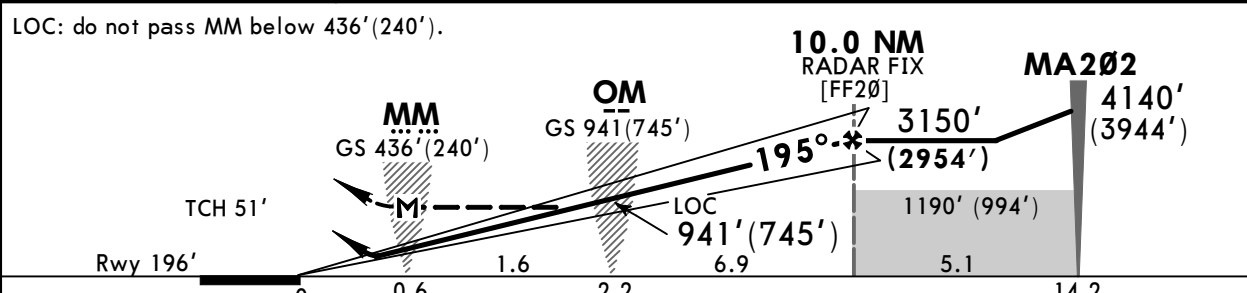
ILS Z or LOC Z Rwy 20

*ATIS <b>125.4</b> (Russian 126.2)		*ANADYR Approach (R) <b>120.5</b>		*ANADYR Start (TWR/GND) <b>124.0</b>	
LOC IUR <b>*110.7</b>	Final Apch Crs <b>195°</b>	10.0 NM RADAR FIX <b>3150'(2954')</b>	ILS DA(H) Refer to Minimums	Apt Elev 196' Rwy 196'	
<b>MISSED APCH:</b> Climb STRAIGHT AHEAD to 2170'(1974') or above (MAX 220 KT), then turn RIGHT to MA207, then to MA203 climbing to 4140'(3944') or above. Turn before passing MAP prohibited.					
Alt Set: MM (hPa on req)    QNH on req (QFE)    Trans level: FL080 ①    Trans alt: 6760' (6564')					
RNAV 1 for initial and missed apch.    1. GNSS required. 2. Timing not authorized for defining MAP.					



- ① FL090 if pressure is less than 760 mm (1013 hPa).  
FL100 if pressure is less than 733 mm (977 hPa).
- ② is computed for surface air temperature at apt -41.5°C.

QNH	(QFE)
6760'	(6564' - 2000m)
5450'	(5424' - 1600m)
4140'	(3944' - 1200m)
3150'	(2954' - 900m)
2170'	(1974' - 600m)



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI MIN 2170' (1974') 220 KT MAX MA207 RT
ILS GS or	3.00°	372	478	531	637	849	
LOC Descent Angle							

PANS OPS	Std ILS		STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	DA(H)	ABC: 396' (200') D: 406' (210')	LOC (GS out)	CDFA	Prohibited East of apt	
A		ALS out	DA/MDA(H)	840' (644')	Max Kts	MDA(H)
B	R550m	R1200m			100	840' (644') V1500m
C					135	890' (694') V1600m
D			R2300m	R2400m	180	1170' (974') V2400m
					205	1170' (974') V3600m

① R750m when a Flight Director or Autopilot or HUD to DA is not used.  
 ② VNAV DA(H) is lieu of MDA(H) depends on operator policy.

**UHMA/DYR**  
**UGOLNY**

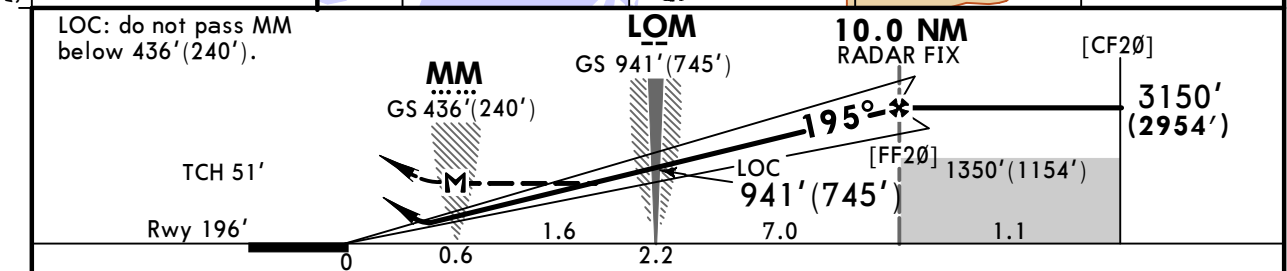
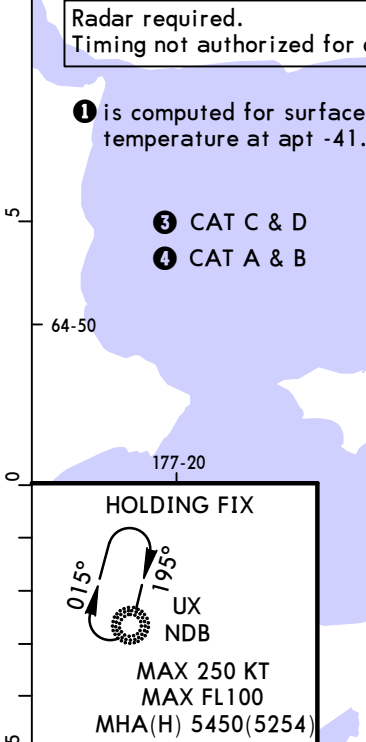
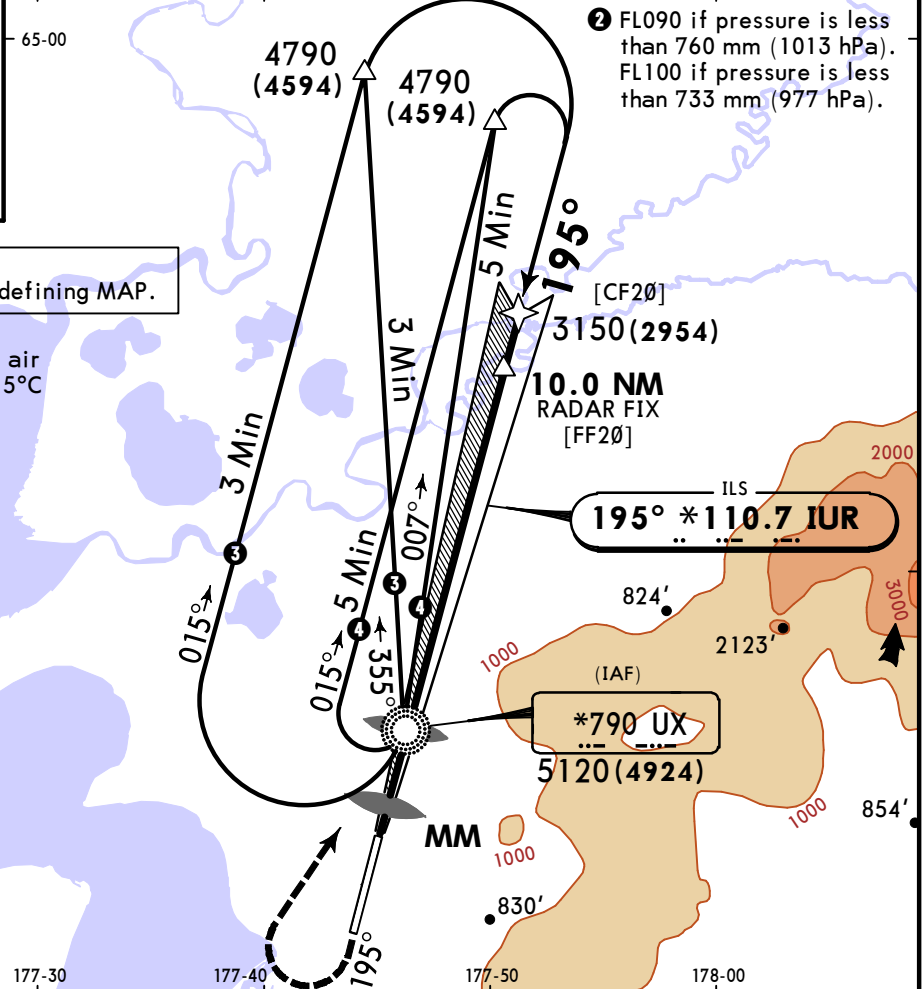
**JEPPESEN**  
19 JAN 24  
Eff 25 Jan **(11-4)**

**ANADYR, RUSSIA**  
**ILS X or LOC X Rwy 20**

*ATIS <b>125.4</b> (Russian 126.2)		*ANADYR Approach (R) <b>120.5</b>		*ANADYR Start (TWR/GND) <b>124.0</b>		
LOC IUR <b>*110.7</b>	Final Apch Crs <b>195°</b>	10.0 NM RADAR FIX <b>3150'(2954')</b>	ILS DA(H) Refer to Minimums	Apt Elev 196' Rwy 196'		
<b>MISSED APCH:</b> Climb STRAIGHT AHEAD to 2170'(1974') or above (MAX 240 KT), then turn RIGHT to LOM climbing to 5120'(4924') or above.						

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL080 **2** Trans alt: 6760' (6564')

ALT/HEIGHT CONVERSION	QNH	(QFE)
6760'	(6564' - 2000m)	
5120'	(4924' - 1500m)	
4790'	(4594' - 1400m)	
3150'	(2954' - 900m)	
2170'	(1974' - 600m)	



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI MIN 2170' (1974') 240 KT MAX
ILS GS or LOC Descent Angle 3.00°	372	478	531	637	743	849	
MAP at MM							

PANS OPS	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	ILS	LOC (GS out) CDFA	Prohibited East of apt	
	DA(H) ABC: <b>396'</b> (200') D: <b>406'</b> (210')	<b>2</b> DA/MDA(H) <b>840'</b> (644')		
	ALS out	ALS out		
A		R1500m	Max Kts	MDA(H)
B	<b>1</b> R550m	R1200m	100	<b>840'</b> (644') V1500m
C			135	<b>890'</b> (694') V1600m
D		R2300m R2400m	180	<b>1170'</b> (974') V2400m
			205	<b>1170'</b> (974') V3600m

**1** R750m when a Flight Director or Autopilot or HUD to DA is not used.  
**2** VNAV DA(H) in lieu of MDA(H) depends on operator policy.

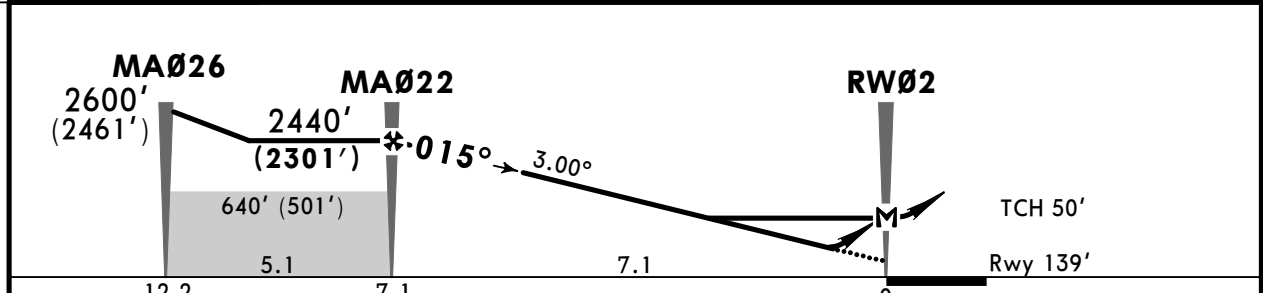
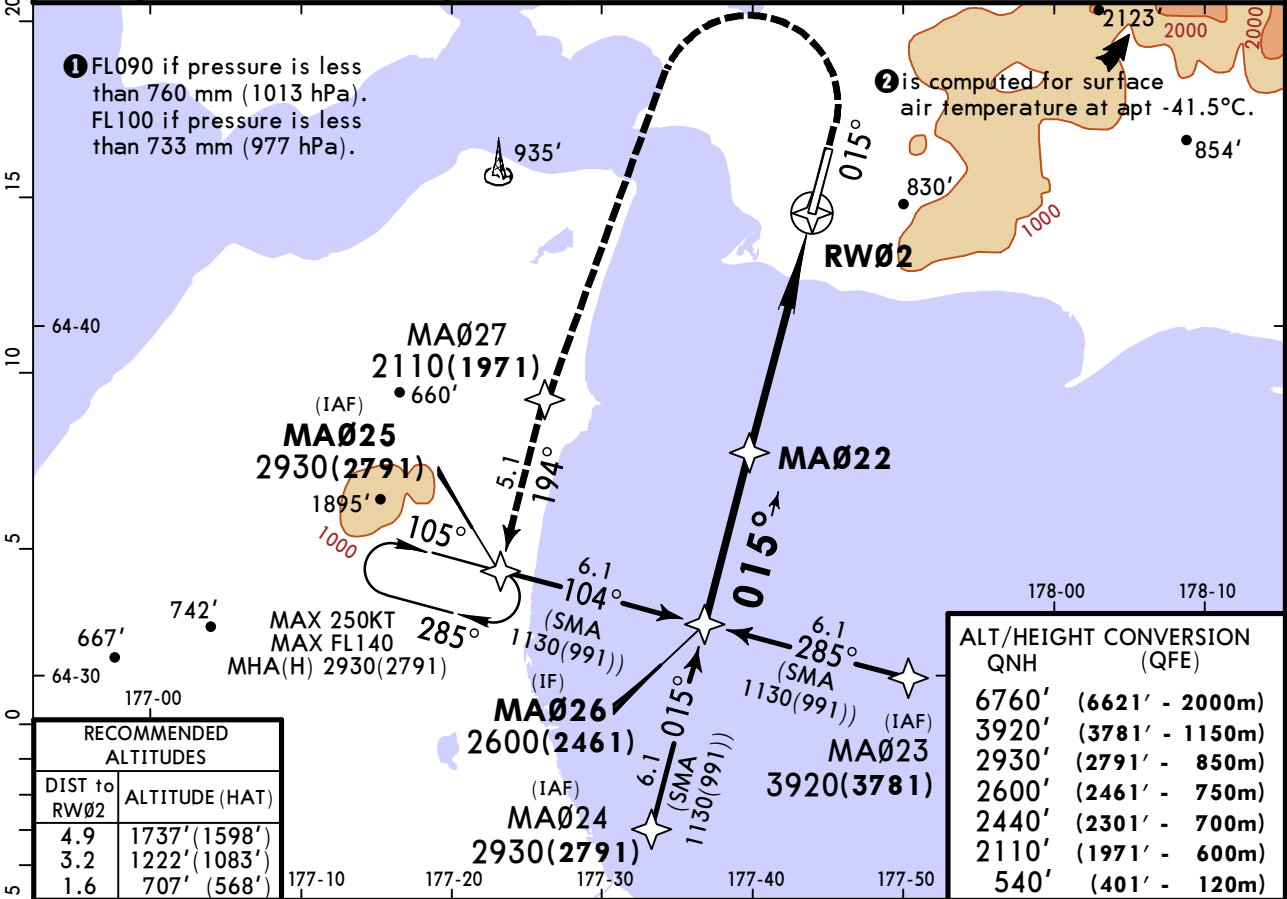
CHANGES: MSA, procedure, minimums. © JEPPESEN, 2012, 2024. ALL RIGHTS RESERVED.

**UHMA/DYR  
UGOLNY**

**JEPPesen**  
19 JAN 24 (12-1) Eff 25 Jan

**ANADYR, RUSSIA  
RNP Rwy 02**

*ATIS <b>125.4</b> (Russian 126.2)		*ANADYR Approach (R) <b>120.5</b>		*ANADYR Start (TWR/GND) <b>124.0</b>		<p>MSA ARP ②</p>
RNAV	Final Apch Crs <b>015°</b>	<b>MA022</b> 2440'(2301')	RNAV/VNAV DA(H) Refer to Minimums	Apt Elev 196' Rwy 139'		
<b>MISSED APCH: Climb STRAIGHT AHEAD to 540'(401') or above (MAX 215 KT), then turn LEFT to MA027 climbing to 2110' (1971') or above, then to MA025 climbing to 2930'(2791') or above.</b>						
Alt Set: MM (hPa on req)		QNH on req (QFE)		Trans level: FL080 ①		Trans alt: 6760' (6621')
RNP Apch. 1. GNSS required. 2. Baro-VNAV not authorized below -31.0°C.						
3. Timing not authorized for defining MAP.						



Gnd speed-Kts	70	90	100	120	140	160		MIN 540' (401') 215 KT MAX	MA027 LT
Glide Path Angle	3.00°	372	478	531	637	849			
MAP at RW02									

PANS OPS	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	LNAV/VNAV		LNAV CDFA		Prohibited East of apt	
	DA(H)	C: 402' (263')	DA/MDA(H)	480' (341')	Max Kts	MDA(H)
A	ALS out		ALS out	100	600' (404')	V1500m
B	R750m	R1300m	R900m	135	890' (694')	V1600m
C				180	1170' (974')	V2400m
D		R1400m		205	1170' (974')	V3600m

① VNAV DA(H) is lieu of MDA(H) depends on operator policy.

# UHMA/DYR UGOLNY

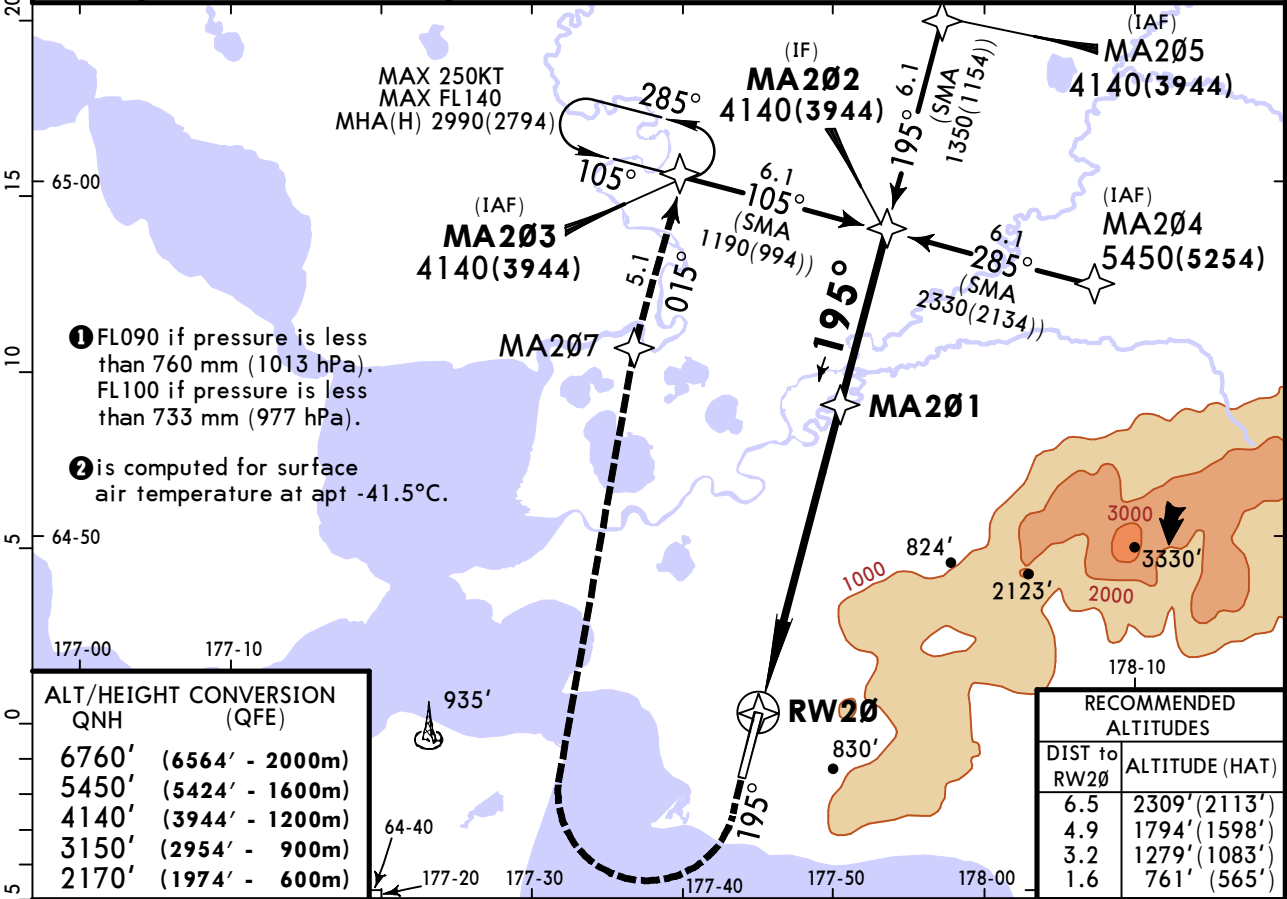
**JEPPESEN**

19 JAN 24 (12-2) Eff 25 Jan

# ANADYR, RUSSIA RNP Rwy 20

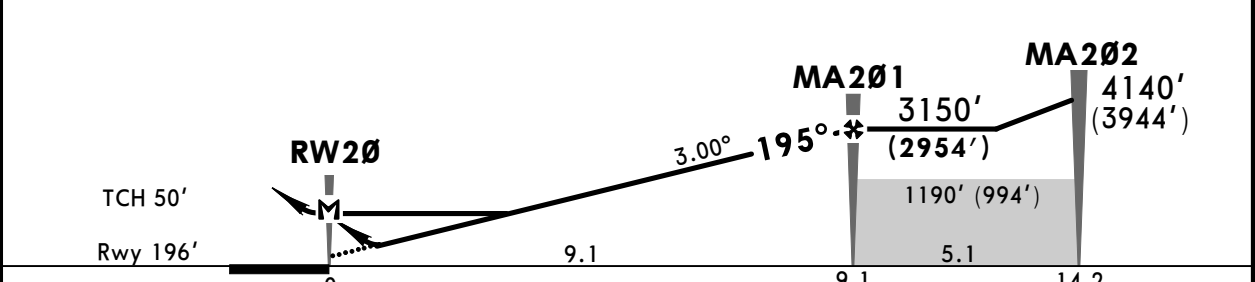
*ATIS <b>125.4</b> (Russian 126.2)		*ANADYR Approach (R) <b>120.5</b>		*ANADYR Start (TWR/GND) <b>124.0</b>		<p>MSA ARP ②</p>
RNAV	Final Apch Crs <b>195°</b>	MA201 <b>3150'</b> (2954')	LNAV/VNAV DA(H) <b>446'</b> (250')	Apt Elev 196' Rwy 196'		
<b>MISSED APCH:</b> Climb STRAIGHT AHEAD to 2170' (1974') or above (MAX 220 KT), then turn RIGHT to MA207, then to MA203 climbing to 4140' (3944') or above.						

Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL080 ① Trans alt: 6760' (6564')  
 RNP Apch. 1. GNSS required. 2. Baro-VNAV not authorized below -32.0°C.  
 3. Timing not authorized for defining MAP.



QNH	(QFE)
6760'	(6564' - 2000m)
5450'	(5424' - 1600m)
4140'	(3944' - 1200m)
3150'	(2954' - 900m)
2170'	(1974' - 600m)

DIST to RW20	ALTITUDE (HAT)
6.5	2309' (2113')
4.9	1794' (1598')
3.2	1279' (1083')
1.6	761' (565')



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	MIN 2170' (1974')	220 KT MAX	MA207 RT
Glide Path Angle	3.00°	372	478	531	637	743		849		

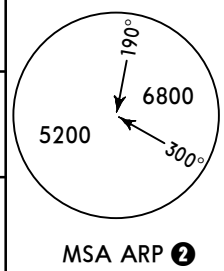
PANS OPS	STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
	LNAV/VNAV		LNAV CDFA		Prohibited East of apt	
	DA(H) 446' (250')		DA/MDA(H) 840' (644')			
	ALS out		ALS out		Max Kts	MDA(H)
A					100	840' (644') V1500m
B	R750m	R1300m	R1500m		135	890' (694') V1600m
C			R2300m	R2400m	180	1170' (974') V2400m
D					205	1170' (974') V3600m

**UHMA/DYR  
UGOLNY**

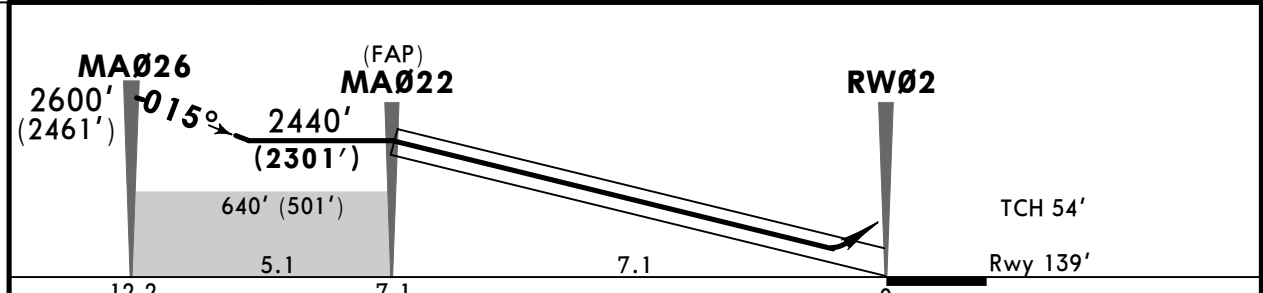
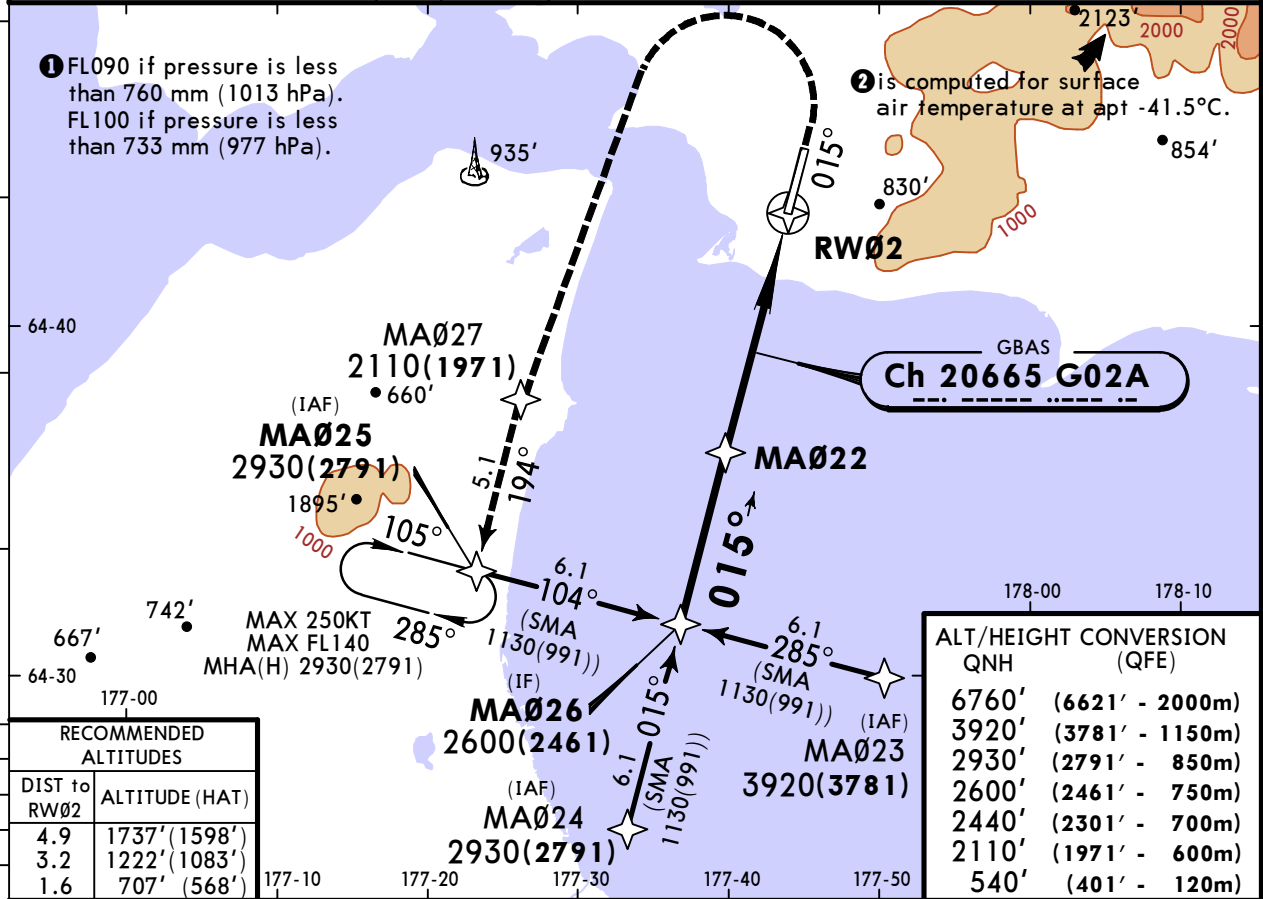
**JEPPesen**  
19 JAN 24 **12-40** Eff 25 Jan

**ANADYR, RUSSIA  
GLS Rwy 02**

*ATIS <b>125.4</b> (Russian 126.2)		*ANADYR Approach (R) <b>120.5</b>		*ANADYR Start (TWR/GND) <b>124.0</b>	
GBAS <b>Ch 20665</b> <b>G02A</b>	Final Apch Crs <b>015°</b>	<b>MA022</b> 2440'(2301')	GLS DA(H) Refer to Minimums	Apt Elev 196' Rwy 139'	
<b>MISSED APCH:</b> Climb STRAIGHT AHEAD to 540'(401') or above (MAX 215 KT), then turn LEFT to MA027 climbing to 2110' (1971') or above, then to MA025 climbing to 2930'(2791') or above.					



Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL080 ① Trans alt: 6760' (6621')  
RNAV 1 for initial and missed apch. GNSS required.



Gnd speed-Kts	70	90	100	120	140	160	HIALS-II PAPI MIN 540' (401') 215 KT MAX MA027 LT
Glide Path Angle	3.00°	372	478	531	637	849	

PANS OPS	STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	GLS		Prohibited East of apt	
	DA(H) A: 339'(200') C: 359'(220') B: 349'(210') D: 369'(230')			
		TDZ or CL out	ALS out	Max Kts. MDA(H)
A				100 600'(404') V1500m
B	R550m	R550m	R1200m	135 890'(694') V1600m
C				180 1170'(974') V2400m
D				205 1170'(974') V3600m

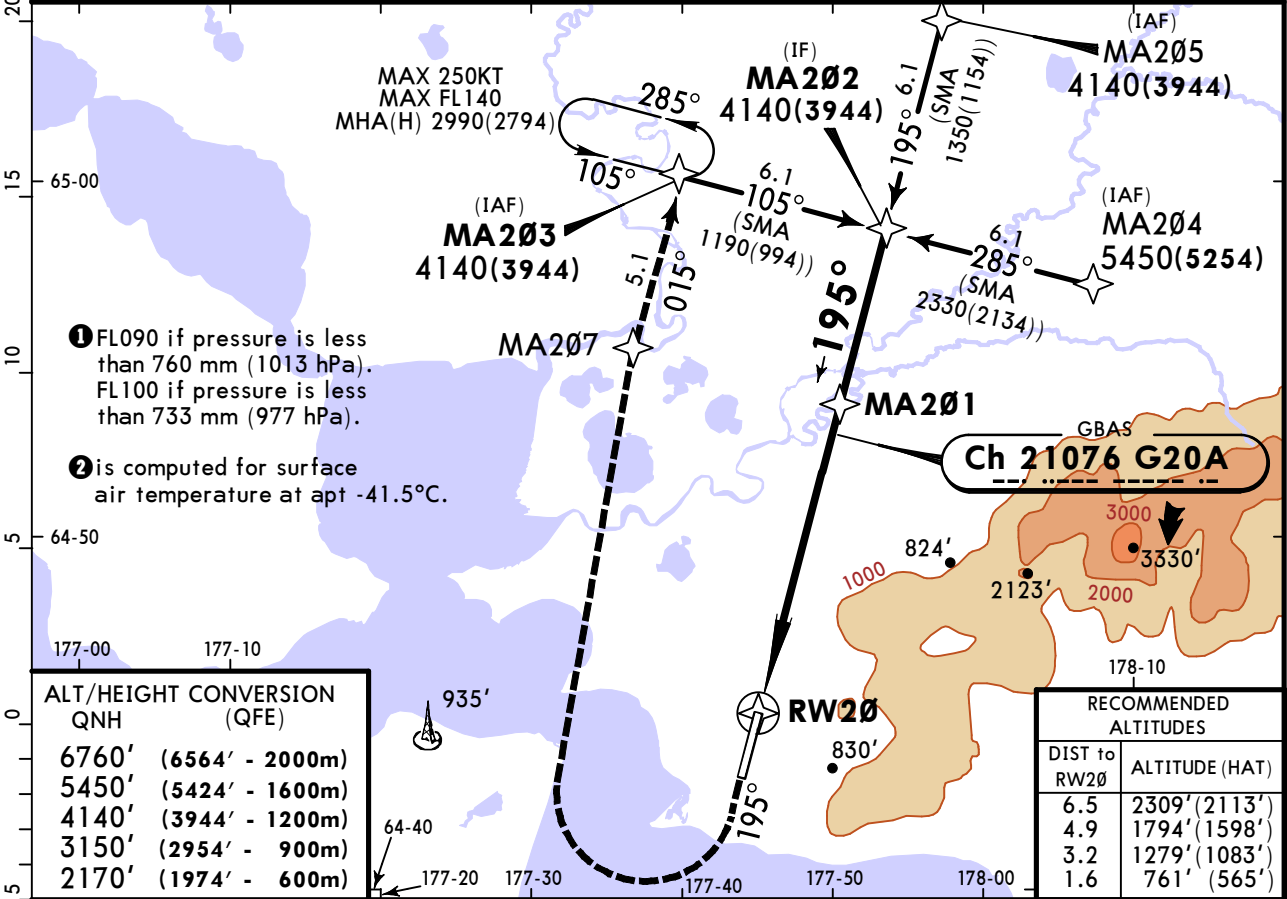
① R750m when a Flight Director or Autopilot or HUD to DA is not used.

# UHMA/DYR UGOLNY

**JEPPESSEN**  
19 JAN 24 **12-41** Eff 25 Jan

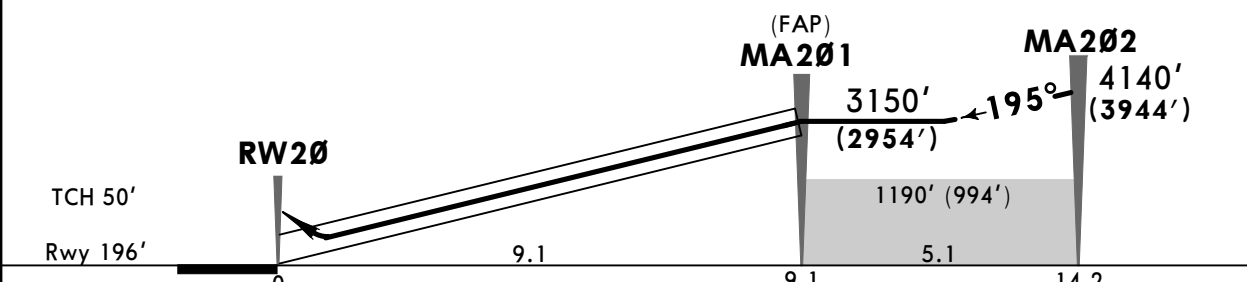
# ANADYR, RUSSIA GLS Rwy 20

*ATIS <b>125.4</b> (Russian 126.2)		*ANADYR Approach (R) <b>120.5</b>		*ANADYR Start (TWR/GND) <b>124.0</b>		<p>MSA ARP ②</p>
GBAS <b>Ch 21076</b> <b>G20A</b>	Final Apch Crs <b>195°</b>	<b>MA201</b> 3150' (2954')	GLS DA(H) Refer to Minimums	Apt Elev 196' Rwy 196'		
<b>MISSED APCH: Climb STRAIGHT AHEAD to 2170' (1974') or above (MAX 220 KT), then turn RIGHT to MA207, then to MA203 climbing to 4140' (3944') or above.</b>						
Alt Set: MM (hPa on req)		QNH on req ( <b>QFE</b> )		Trans level: FL080 ①		Trans alt: 6760' ( <b>6564'</b> )
RNAV 1 for initial and missed apch.				GNSS required.		



ALT/HEIGHT CONVERSION	
QNH	(QFE)
6760'	(6564' - 2000m)
5450'	(5424' - 1600m)
4140'	(3944' - 1200m)
3150'	(2954' - 900m)
2170'	(1974' - 600m)

RECOMMENDED ALTITUDES	
DIST to RW20	ALTITUDE (HAT)
6.5	2309' (2113')
4.9	1794' (1598')
3.2	1279' (1083')
1.6	761' (565')



Gnd speed-Kts	70	90	100	120	140	160	HIALS PAPI	MIN 2170' (1974')	220 KT MAX	MA207 RT
Glide Path Angle	3.00°	372	478	531	637	743				

PANS OPS	Std STRAIGHT-IN LANDING GLS		CIRCLE-TO-LAND	
	DA(H) ABC: <b>396'</b> (200') D: <b>406'</b> (210')		Prohibited East of apt	
	ALS out		Max Kts	MDA(H)
	A	R550m	100	600' (404') V1500m
	B	R1200m	135	890' (694') V1600m
C		180	1170' (974') V2400m	
D		205	1170' (974') V3600m	
① R750m when a Flight Director or Autopilot or HUD to DA is not used.				

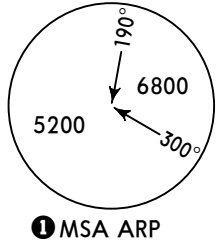
# UHMA/DYR UGOLNY

**JEPPESEN**  
19 JAN 24 **(16-1)** Eff 25 Jan

# ANADYR, RUSSIA NDB Rwy 02

*ATIS <b>125.4</b> (Russian 126.2)		*ANADYR Approach (R) <b>120.5</b>		*ANADYR Start (TWR/GND) <b>124.0</b>	
NDB KB <b>*790</b>	Final Apch Crs <b>015°</b>	<b>8.0 NM RADAR FIX 2440'(2301')</b>	DA/MDA(H) <b>790'</b> (651')	Apt Elev 196' Rwy 139'	

**MISSED APCH:** Climb on track 360° to 2280' (2141') or above, then turn LEFT to LOM climbing to 5390' (5251') or above. Turn before passing MAP is prohibited.

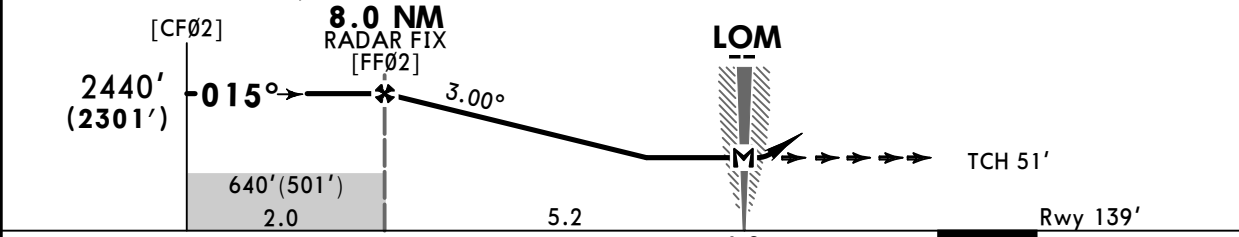
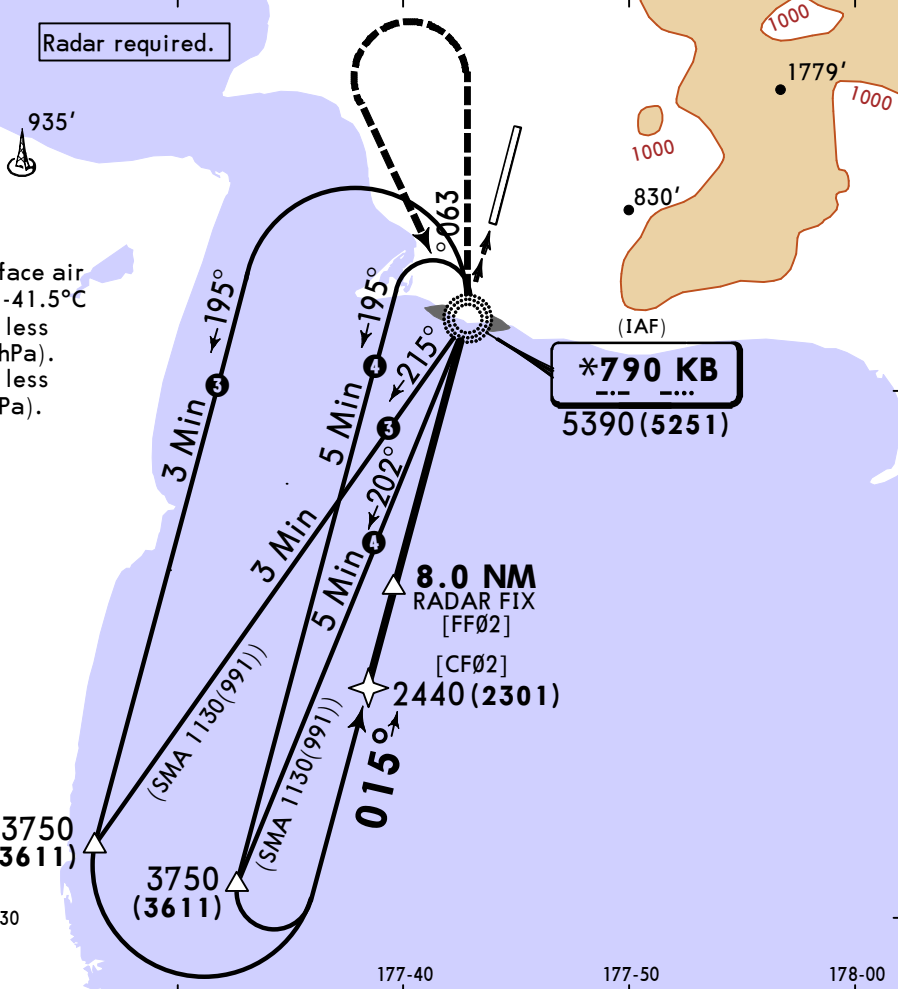
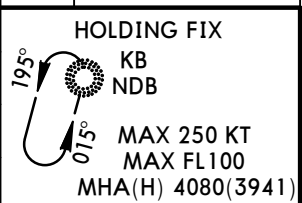


Alt Set: MM (hPa on req)    QNH on req (QFE)    Trans level: FL080 ②    Trans alt: 6760' (6621')

ALT/HEIGHT CONVERSION  
QNH (QFE)

6760'	(6621' - 2000m)
5390'	(5251' - 1600m)
3750'	(3611' - 1100m)
2440'	(2301' - 700m)
2280'	(2141' - 650m)

- ① is computed for surface air temperature at apt -41.5°C
- ② FL090 if pressure is less than 760 mm (1013 hPa). FL100 if pressure is less than 733 mm (977 hPa).
- ③ CAT C & D
- ④ CAT A & B



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at LOM						

Timing not authorized for defining MAP.



PANS OPS	<b>Std</b> STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA		Prohibited East of apt	
	DA/MDA(H) <b>790'</b> (651')		ALS out	
	A	R1500m	Max Kts 100	MDA(H) <b>790'</b> (594') <b>V1500m</b>
	B		135	<b>890'</b> (694') <b>V1600m</b>
C	R2300m	180	<b>1170'</b> (974') <b>V2400m</b>	
D	R2400m	205	<b>1170'</b> (974') <b>V3600m</b>	

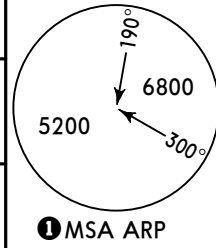
① VNAV DA(H) in lieu of MDA(H) depends on operator policy.  
② or higher straight-in minimums

# UHMA/DYR UGOLNY

**JEPPesen**  
19 JAN 24 **(16-2)** Eff 25 Jan

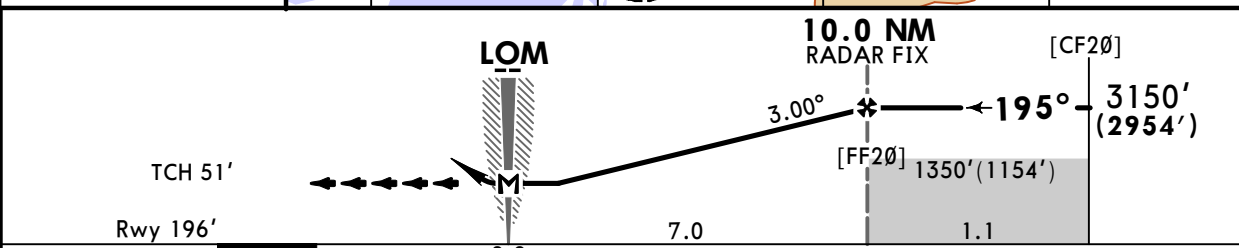
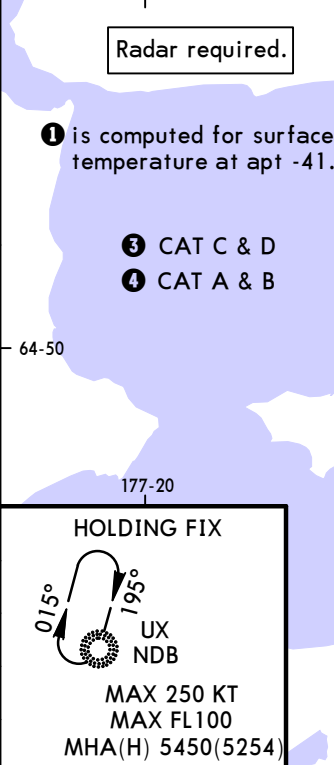
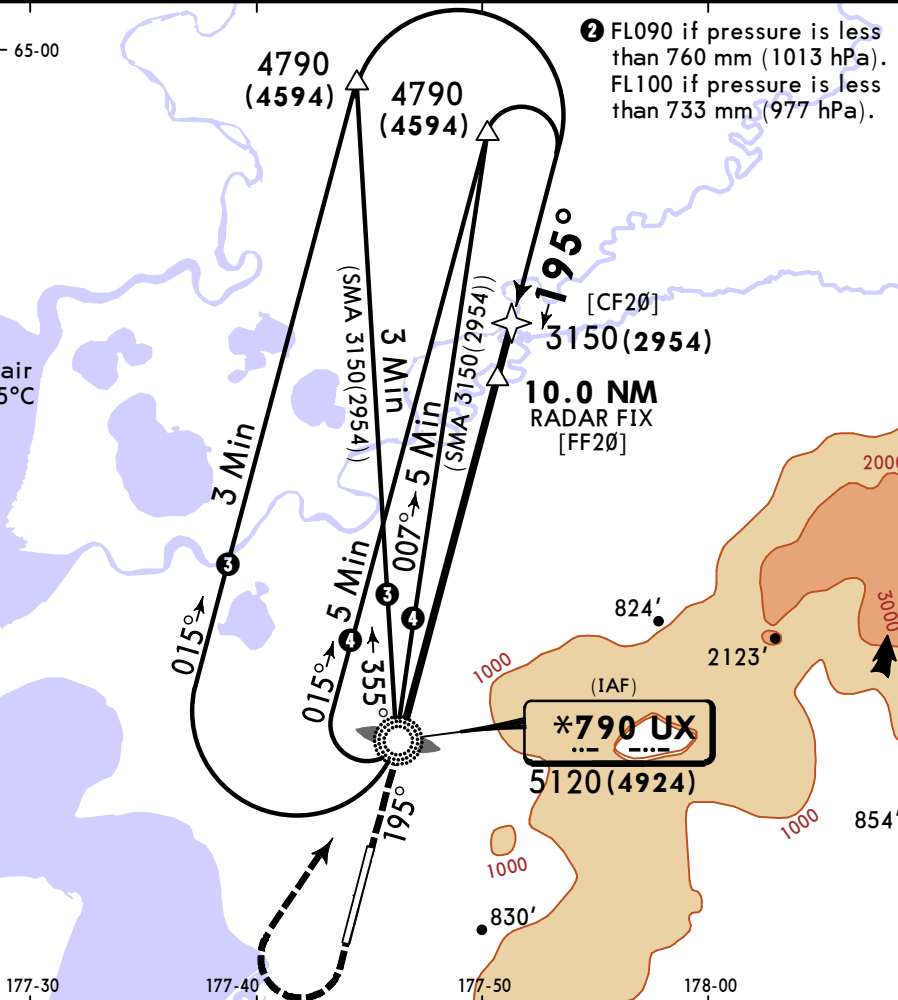
# ANADYR, RUSSIA NDB Rwy 20

*ATIS <b>125.4</b> (Russian 126.2)		*ANADYR Approach (R) <b>120.5</b>		*ANADYR Start (TWR/GND) <b>124.0</b>	
NDB UX <b>*790</b>	Final Apch Crs <b>195°</b>	10.0 NM RADAR FIX <b>3150'(2954')</b>	DA/MDA(H) <b>940'(744')</b>	Apt Elev 196' Rwy 196'	
<b>MISSED APCH:</b> Climb STRAIGHT AHEAD to 2170'(1974') or above (MAX 240 KT), then turn RIGHT to LOM climbing to 5120'(4924') or above.					

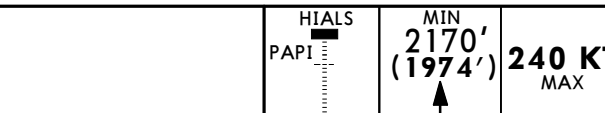


Alt Set: MM (hPa on req) QNH on req (QFE) Trans level: FL080 **2** Trans alt: 6760' (6564')

ALT/HEIGHT CONVERSION	QNH	(QFE)
6760'	(6564' - 2000m)	
5120'	(4924' - 1500m)	
4790'	(4594' - 1400m)	
3150'	(2954' - 900m)	
2170'	(1974' - 600m)	



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle 3.00°	372	478	531	637	743	849
MAP at LOM						



PANS OPS	Std STRAIGHT-IN LANDING		CIRCLE-TO-LAND	
	CDFA	DA/MDA(H) <b>940'(744')</b>	Prohibited East of apt	
A	R1500m		Max Kts 100	MDA(H) <b>940'(744')</b> V1500m
B	R1500m		135	<b>940'(744')</b> V1600m
C	R2400m		180	<b>1170'(974')</b> V2400m
D	R2400m		205	<b>1170'(974')</b> V3600m

**1** VNAV DA(H) in lieu of MDA(H) depends on operator policy.

## Chart changes since cycle 07-2026

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
<b>ANADYR, (UGOLNY - UHMA)</b>				

## TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport UHMA